STOP! STOP! AND SEE!

The Great Wreck!

OF THE C., B. AND Q. R. R.

THE

Great American Scab Route.

Financial and otherwise wrecked, caused by the incompetency of its management in trying to break up organized Labor.

Wrecks! Wrecks! Wrecks!---what does this mean? Surely the management of the "Q." are not taking the proper care of the road; such a state of affairs was never known before in the history of Railroads.

THINK OF IT!

A costly wreck at Chicago, another at Crete, Neb., another at Louisana, Mo., another near Kansas City; still we come with several more: One on H. & St. Joe, at Salt River water tanks; one at Cameron Junction, a bridge breaking down; still another The Fast Train "THE ELI" running into a car of corn on main tracks at Round Grove, Mo., and last but not least the ditching of the fast train near Ottumwa. The "Q." stock falling and their treasury busted. All of which we think goes to show that the "GREAT AMERICAN SCAB ROUTE" is not safe to travel or ship freight over. And we would ask, that all friends of labor will not travel or consign their freight to this "SCAB ROUTE." Every Dollar you give this "Q." Company helps to crush down organized labor.

Labor has some few rights which Capital must respect.

COMMITTEE OF THE BROTHERHOODS.

DANGER!

TO THE AMERICAN PEOPLE!

Serious Questions to be Answered!

Shall American Labor be Enslaved by English Capital?

Laboring Men of America, Arouse to the Great Dangers that now Confront You by the Officers of the Great American Scab Route, once known as the C., B. & Q.

Read the Following and Consider Seriously.

Again we find it necessary to call the attention of the public to the fact that the Strike on the C., B. & Q. R. R. is not off, and its engines are still in the hands of *scabs*. We have also been informed that the management of the *Great American Scab Route* have reduced the section force and bridge men to a great extent, as we consider, to the great danger to the traveling public, as we think that the bridges and road bed should receive the most careful attention. We will call the attention of the public to the great Rope Creek wreck in Nebraska, also one near Red Cloud, and another near Hannibal, on June 27th. One of those wrecks, viz:—the Rope Creek one, caused great loss of life and could easily have been avoided if the proper care had been used. The only reason why there are not more wrecks is simply because the "Q." is doing only about 40 per cent. of their former business, and their wrecks and destruction of life and property is three times as much as it was when the Company was doing a good business with its old employes. The officials of the *Once Great* C., B. & Q. are still trying to mislead the public that they have competent men in charge of their passenger engines, which we can prove is not true. We will cite you one case of a man whom they call competent and trustworthy. He has left this place in charge of a passenger train so drunk that the master mechanic had to ride with him until he got sufficiently sobered up so he could sit up without help and hold the throttle. The wrecks for the present month of June have cost the Company more than all the wrecks the Company ever had during any three years prior to February 27th, 1888, which we claim to be wholly the cause of incompetent men. We think it is necessary to have competent men in every branch of the train service, from the fact that all business is done principally on one track, and no one knows this better than the railroad officials themselves. We appeal to the laboring men of the country, especially the farmers, to shun the *Great Scab Route* until this difficulty is settled, for we are simply battling for justice and no more, and the purpose of the "Q." management in this trouble with the brotherhoods, is to stamp organized labor with defeat, and should they succeed, every laborer and producer will sink lower in the scale of manhood and deeper in the degradation of slavery, for it is the purpose of the C., B. & Q. Company to fasten perpetual menacles upon labor, from which there can be no escape except in death. It means a slavery for all who toil, more apalling and horrible than the slavery of the south, the fetters of which were broken by war, and we respectfully ask the public to read the foregoing facts, all of which are respectfully submitted.

COMMITTEE OF THE BROTHERHOODS.

300 WANTED!

The Great American Scab Route

THE

C. B. & Q. R. R.

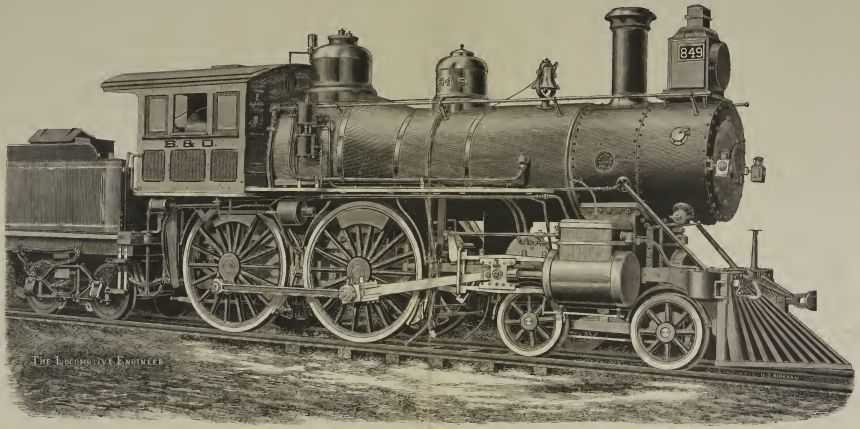
Wants a new supply of Engineers to man their crippled engines. Winter is at hand and the "Scabs" cannot do the work, because they are a drunken and incompetent set of men, as their record the past eight months will show. We will call the attention of the public to the several murders committed by the "Scabs" employed by the GREAT SCAB ROUTE.

This last one committed at Creston was a most cold blooded one and seems to have the approval of the Co.'s officials at this point. The murderer was guarded and taken out of the city by men employed by said C. B. & Q. Co. We have yet to hear when any striker has conducted himself otherwise than a law abiding citizen, while the Company has kept an armed force of PINKERTON THUGS, to stir up trouble, hoping thereby to turn public sympathy against honest laboring men battling for their just rights, and for organized labor of all kinds.

We have been fighting this WAGE ROBBING Corporation for over eighth months and are guaranteed support for a year longer if necessary, to win this fight against English Capital. And all we ask of the public and shippers is to ride, ship and divert travel to other roads whose engines are MANNED by HONEST MEN.

Remember the unsafe condition of this GREAT SCAB ROUTE, and it will grow constantly worse until the C., B. & Q. R. R. will recognize the just demands of organized labor.

COMMITTEE OF THE BROTHERHOOD.



LOCOMOTIVE OF THE "ROYAL BLUE"—THE FASTEST TRAIN IN AMERICA.

DESIGNED BY THE BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, PA.

Take the Great American

SCAB ROUTE

THE

C. B. AND Q.

PREPARE TO MEET THY GOD!

CLOSE CONNECTIONS with the HEREAFTER

THROUGH TICKETS to POINTS on the STYX!

N. B.---Death Claims Promptly Settled.

PAUL MORTON, G. P. A. M. L.

From the WYMORE DEMOCRAT. General Prevaricator and Monumental Liar.

The strike is not off, nor will it be until the C. B. & Q. recognizes the fact that it must pay as good wages as its competitors and then sign a treaty with its old engineers and firemen who had worked and been so successful in bringing it up to its former standing and standard of excellence.

The public realize the fact that a railroad like the C. B. & Q., cannot be run with threshing machine engineers and vagrants and drunkards in the places of their old reliable engineers and firemen; and the working men and their friends, or the business public of good judgment, will not patronize a road which is at present a menace to life and property, and a road which seeks to crush out an organization which has done more to make traveling a safety than all the companies on this continent combined, by placing competent and sober men on the engines, and an organization which practices industry, sobriety, truth, justice and morality.

COMMITTEE.

ST. JOSEPH, June 8, 1888.

CHICAGO, MAY 6, 1888.

C. B. & Q. STOCK TUMBLING!

THE STRIKE NOT OFF.

The Burlington's Great Bluff Denied. Farmers, Merchants and Laborers Read and Reflect.

ALL ASKED OF YOU IS READ BOTH SIDES OF THE QUESTION AND HEAR THE TRUTH.

IMPORTANT INFORMATION FOR THE PUBLIC!

Once again the Burlington Deceives the Public by False Statements.

We are desirous of again informing the unwary public that the "Burlington" has once more, through the columns of the subsidized press, declared the "strike off," and would have the public to believe that they were once more handling freight and stock consignments with the same dispatch and safety that they did before the old employes stepped out of their respective places. Also would they have the public believe that the present employes were of the most skilled in their professions of engineers, firemen and switchmen, all of which is a gross insult to the people whose only source of information is through the columns of this same press.

We know the Burlington Co., have and are at the present time using their financial and other influences to deceive the traveling public and the shippers on said road, and elevate the cause of all those whose lot it is "to earn their bread by the sweat of their brow," and this too without having refused to print one side of the story, and we deem it a duty we owe to the citizens of the country to have our side of the question placed in proper light.

At the beginning of the present trouble the Co. admitted that they could not fill the places of their old employes with men that could be relied upon, and the head officers expected that a large percentage of the old men would remain loyal to the Co., but the hands of H. B. Stone, until patience ceased to be a virtue, and we were obliged to strike to preserve our very existence, by all their employes stepping out of their respective manhood. We know that the C. B. & Q., company cannot run their trains, they then resorted to the only means left them and the road with the class of men they now have; that they hired everyone that came to them; men that in all their lives cannot get good men to man the road without getting men that never had any experience on an engine; men of drunken habits; men that could not get employment in most first class the schedule we have now in Chicago. The any honorable position or under any circumstances other strike is not off and never will be called off until the schedule shows an emergency such as now exists on the Q. To substantiate these statements we are willing to court investigation and have been courting such investigation ever since the strike commenced. The investigations at Creston, Iowa, notwithstanding the reports of the company and Paul Morton to the contrary. We are out to stay and are sure of [illegible], Ill., and other cities along the line of the Q have to prove the truth of the charges we have made, winning, and if necessary we will sink the Burlington [illegible], the men employed by the C. B. & Q., as engineers [illegible] out of sight or put her into the hands of a receiver.

now hold, and would not now be recognized by any other railroad management. We further state it is not a question of wages that is prompting the Q. management in its warfare upon the men formerly in its employ, as they are now paying the new men wages that far exceed the wages paid the old men. In addition thereto they are paying pilots for each train the compensation of first-class engineers. But the true animus of their warfare was tersely expressed by one of the officials in Creston: "We have broken up the Brotherhood and will break up every other damned labor organization in the country." The struggle is simply a struggle between corporate greed on the one hand, striving to crush out the manly hopes of all those who labor for a living, and labor on the other, seeking to better its condition and elevate the cause of all those whose lot it is "to earn

seeking to take from capital any of its just rights, or its legitimate profits. We wish the public to understand that this is not struggle on account of wages but with wages

[illegible] lower than 20 per cent. of all the trunk lines of this country [illegible] tyrannical abuse from the management of this road, which has been culminating since the reorganization has been

[illegible] patience ceased to be

[illegible] obliged to strike to preserve our

[illegible] cannot run

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[illegible] schedule we have now in Chicago. The

[illegible] other

[illegible] called off until the schedule

[illegible] only be called off by and with the

[illegible] of the Brotherhood. We are getting our support and there is no danger of our support being cut off, as

[illegible] Morton

[illegible] of our support being cut off, as

[illegible] sure of

[illegible] and if necessary we will sink the Burlington

[illegible] receiver.

PER COMMITTEE OF THE BROTHERHOODS.

Burlington Iowa. Nov- 10th 85

To the business men of the City of Burlington.

Gentlemen

We the late employees of Union Pacific C.B.+Q.- think that it is high time to bring to your Notice the action taken by the Q- Co in the Elections especially the one on the 6th inst by mixing their Cash + money in a very unprincipled manner, + Virtually having all principles upon which all honest men have heretofore based their opinions upon, we do not include Democrats alone but all parties who hold their politics as the best Legacy left us by our fore Fathers it has come to this pass that no aspirant to Political Honors need apply unless he has promised to Love Harbor + cherish the great Scalp Route, + Virtually our Citizens + Tax payers must submit to the inevitable, or pick up our chattels and take a walk. therefore Gentlemen taking all these things into due consideration earnestly ask you to deprive the Q- Co of your patronage + treat them with the scorn + Contempt they deserve from every honest man it is unnecessary to go into details in regard to the Scratched Tickets handed by their hirelings now our Citizens are awake + thoroughly informed of their course of action hoping you will consider these things We are Very Respt Yours- late Emp-

CHICAGO, MAY 6, 1888.

C. B. & Q. STOCK TUMBLING!

THE STRIKE NOT OFF.

The Burlington's Great Bluff Denied. Farmers, Merchants and Laborers Read and Reflect.

ALL ASKED OF YOU IS READ BOTH SIDES OF THE QUESTION AND HEAR THE TRUTH.

IMPORTANT INFORMATION FOR THE PUBLIC!

Once again the Burlington Deceives the Public by False Statements.

We are desirous of again informing the unwary public now hood, and would not now be recognized by any other than those Burlington" has once more, through the columns railroad management. We further state it is not a question of the subsidized press, declared the "strike off," and would of wages that is prompting the Q. management in its warfare to set the public to believe that they were once more hands upon the men formerly in its employ, as they are now doing freight and stock consignments with the same dispatch paying the new men wages that far exceed the wages paid and safety that they did before the old employes quitted the old men. In addition thereto they are paying pilots for all of their respective places. Also would they the each train the compensation of first-class engineers. But the public believe that the present employes were of the most true animus of their warfare was tersely expressed by one leader in their profession of engineers, firemen and switch- of the officials in Creston: "We have broken up the Q. the best of which is a gross insult to the people who only Brotherhood and will break up every other damned labor organization in the country." The struggle is simply a struggle between corporate greed on the one hand, striving to crush out the manly hopes of all those who labor for a livelihood, and labor on the other, seeking to better its condition and that of its dependents on starvation wages, and to secure to the earner of all those whose lot it is "to earn their bread by the sweat of their brow," and this too without the sacrifice of its just rights, or its duty we owe to the citizens of the country to have our railroads legitimate profits. We wish the public to understand that the question placed in proper light. This is not altogether on account of wages but with wages

At the beginning of the present trouble the Co. admitted fewer than 30 per cent. of all the trunk lines of this country that they could not fill the places of their old employes with and tyrannical abuse from the management of this road, competent men, and the head officers expected that a large which has been culminating since the management has been percentage of the old men would remain loyal to the Co. in the hands of H. B. Stone, until patience ceased to be and when the Co., were surprised on the morning of Feb. a virtue and we were obliged to strike to preserve our 27th, by all their employes stepping out of their respective quarters. We know that the C. B. & Q., company cannot run trains, they then resorted to the only means left them and the road with the class of men they now have; that they hired everyone that came to them men that in all their lives cannot get good men to run the road without joining them had never had any experience on an engine; men of drunken from the ranks of the Brotherhood, and to get them they and vicious habits; men that could not get employment in must first sign the schedule we have now in Chicago. The any honorable position or under any circumstances other strike is not off and never will be called off until the schedule from an emergency such as now exists on the Q. To subscribe signed, and then can only be called off by and with the of the these statements we are willing to court investiga- full consent of the Brotherhood. We are getting our supplies, and have been counting such investigation ever since part, and there is no danger of our support being cut off, notwithstanding the strike commenced. The investigations at Creston, Iowa, withstanding the reports of the company and Paul Morton have, Ill., and other cities along the line of the Q have to the contrary. We are out to stay and are sure of proven the truth of the charges we have made winning, and if necessary we will sink the Burlington

A. C. SHELDON,
General Agent Burlington Route,
85 FIRST ST. PORTLAND, OREGON.

CHICAGO, MAY 6, 1888.

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We know the Burlington Co. have and are at the present time using their financial and other influences to deceive the traveling public and the shippers on said road. The leading papers of the country, with few exceptions, have refused to print one side of the story. And we deem it only [illegible] to the citizens of the country to have our side of the question placed in proper light.

At the beginning of the present trouble the Co. admitted that they could not fill the places of their old employes with competent men, and the good citizens expected that a large percentage of the old men would return to loyal to the Co., and when the Co., were surprised on the morning of Feby 27th, by all their employes stepping out of their respective places, they then resorted to the only means left them and that [illegible] everyone that came to them; men that in all their lives had never had any experience on an engine; men of drunken and vicious habits; men that could not get employment in any honorable position or under any circumstances other than an emergency such as now exists on the Q. To substantiate these statements we are willing to court investigation, and have been courting such investigation ever since the strike commenced. The investigations at Creston, Iowa, Galesburg, Ill., and other cities along the line of the Q have proven the truth of the charges we have made. Mostly, the men employed by the C. B. & Q. as engineers [illegible] wholly incompetent and [illegible]

now hold, and would not now be recognized by any other railroad management. We further state it is not a question of wages that is prompting the Q. management in its warfare upon the men formerly in its employ, as they are now paying the new men wages that far exceed the wages paid the old men. In addition thereto they are paying pilots for each train the compensation of first-class engineers. But the true animus of their warfare was tersely expressed by one of the officials in Creston: "We have broken up the Brotherhood and will break up every other damned labor organization in the country." The struggle is simply a struggle between corporate greed on the one hand, striving to crush out the manly hopes of all those who labor for a living, and labor on the other, seeking to better its condition and elevate the cause of all those who lot it is "to earn their bread by the sweat of their brow," and this too without seeking to take from capital any of its just rights, or its legitimate profits. We wish the public to understand that this is not altogether on account of wages but with wages lower than 90 per cent. of all the trunk lines of this country and tyrannical abuses from the management of this road, which has been culminating since the management has been in the hands of H. B. Stone, until patience ceased to be a virtue, and we were obliged to strike to preserve our manhood. We know that the C. B. & Q. company cannot run the road with the class of men they now have; that they cannot get good men to man the road without getting them from the ranks of the Brotherhood, and to get them they must first sign the schedule we have now in Chicago. The strike is not off and never will be called off until the schedule is signed, and then can only be called off by and with the full consent of the Brotherhood. We are getting our support, and there is no danger of our support being cut off, notwithstanding the reports of the company and Paul Morton to the contrary. We are out to stay and are sure of winning, and if necessary we will sink the Burlington out of sight or put her into the hands of a receiver.

IF YOU

DO NOT WANT TO BE KILLED

OR HAVE

YOUR PROPERTY DESTROYED

DO NOT PATRONIZE THE

Great Scab Route,

THE C., B. & Q. R. R.

The above is a true picture of a head-end collision at Violet, Neb., between a passenger train, engine 88, and a freight, engine 72, on Thursday, Sept. 14. Accident was caused by carelessness of scab on engine 88. Three employees injured and passengers badly bruised.

One of the competent, so-called engineers ran a whisky bill of $85 in one month, and he is one of the things you trust you lives and property witn if you patronize the Burlington. The officers of this company say they will break every labor organization, and every dollar paid this company will be used to crush the wage-workers of this country.

The strike will not be declared off until the C. B. & Q. signed a contract to pay its employees the same as all its competitors; and certainly no friend of labor will patronize the road or assist a set of English bull-heads to distroy an organization that has done more than all the railroads to make railroad travel safe.

Wymore Neb Div 2 B&M Lodge 312 Oct 16 — 88

Dear Sister + friends on the west side — I
Told you in our daily letter yesterday that there
was 5 breakages + one combination — Would
have swelled to ten instead of 5 Sunday the
Cable Route Make up the Main 76 freight and
Equipped the main with Condos for breakages
as they had no "Comfields" to send out. Red Cloud
reports 3 disabled Engines in to days Mail and
McCook reports one disabled Engine at Bertrand
Nebraska It is reported this am there is a bad
head ender on the St. J. & St. J. & C.B. between Cam
Bluffs + St. Joseph — Cant leave Parkman and
St. Joseph reports a badly disabled Engine
in the yards there yesterday + they had the Extra
Help force working on her Brought Fifth Comm
to the front no mail with it part of good bath
Eng Collision — Smashed up Eng 74 + 4 cars
Blocking track — so that all trains cant pass
+ are 6 hours late The letter from J. A. Scott Dec
7 37 is the stuff + we thankfully acknowledge to and
Again Mr Lowe acknowledging and letters
and our Cable route bills — Expecting an order
for some from different points Boys don't
let this stuff die out on you — our papers
are not signed yet, the public are to be put
on their guard against the Cable Route and
to do it we have got work our boy cost
Circulars Our Canvasser leaves with them to
day + people can see the stuff out off from
Dont let the impression get out that we are blind
There is no knock annihilation in this fight
we never lose we Mourn for the Fight and
Let us Strive to Choke the Enemy and learn one

ALCK 11/25.84

Mr Stone.

Pls see attached from Hannibal, with sample Circulars that are being distributed.

Chas Levy

Nov 21/88

C H Levy-
Supt
Hoboken

Dear Sir Herewith hand you circular which is being distributed here today

Resp'y
W B Hodgett

300 WANTED!

The Great American Scab Route

THE

C. B. & Q. R. R.

Wants a new supply of Engineers to man their crippled engines. Winter is at hand and the "Scabs' cannot do the work, because they are a drunken and incompetent set of men, as their record the past eight months will show. We will call the attention of the public to the several murders committed by the "Scabs" employed by the GREAT SCAB ROUTE.

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COMMITTEE OF THE BROTHERHOOD.

The C., B. & Q. Strike.

CHICAGO, ILL., FEBRUARY 29, 1888.

THE THREATENED STRIKE.

If the strike promised for to-day by the firemen and engineers on the Chicago, Burlington & Quincy Railway system should begin it should end almost as speedily as it begins. The obstruction of freight and passenger traffic on a system of such magnitude is an evil whose effects will be far reaching. *The Inter Ocean* hopes and believes that good sense and equity will exert such influence upon the employes and managers of the roads as to either prevent the outbreak of the threatened strike or to bring it to a quick conclusion should it break out.

The Brotherhood of Engineers has won a deserved and honorable reputation for moderation and sagacity. It is a self-controlled body, it has no affiliation with other organizations of labor. And the Chicago, Burlington & Quincy system has won an equally deserved and honorable reputation for fair and kindly dealing with its employes. The characters of the parties at issue being thus honorable and wise it is reasonable to expect that the issue will be quickly and satisfactorily determined. The area affected by the strike would extend half way across Colorado and southwest to the line of Arkansas, a strike of any great continuance would impoverish the country by the loss of custom to retailers occasioned by the cessation of payment of a high rate of wages to nearly 15,000 men, and by the blockade of travel and freight traffic. Naturally the public would hold somebody responsible for such evils.

The wage question does not seem to be up in a direct form in the pending quarrel. That is to say, the wages paid by the managers of the system to its first class firemen and engineers seem to be satisfactory to the Brotherhood, and the managers say in their reply to the letter of the employes, "While we can not see our way to accepting your committee's proposals we expect to pay as much as our neighbors for similar services, and we are ready to take up the wage question at any time, and to adjust any inequalities that may be shown to exist in our schedule. *We can not, however, attempt to adopt a basis which says that one one hundred mile run shall be paid the same as another one hundred mile run regardless of the effort and ability required and the difficulties to be overcome by each.*"

The clause in italics indicates the subject of controversy. The best runs are given to the most experienced men, all of whom have been at least two years in service, the plan of the management being to stimulate its employes to the highest degree of efficiency by a prospect of increase of wages. Thus it has one rate of pay for engineers just promoted from firemen, and to them the less important and risky runs are given, in the second year an increase of pay is given and an increase of responsibility assumed, in the third year full pay is given, and the most important duties are undertaken. In November last several first class freight engineers on one of the divisions of the system earned $150, and first class passenger engineers on the same route earned $130. This would seem to be good pay, and the Brotherhood admits that it is, but it demands the same rate of pay for first and second year men on less important routes as for third year men on the most important ones.

The management points out to the brotherhood that—

On the Lake Shore Division of the C. B. & Q. R. R. an engineer on a light passenger run of two cars between Buda and Vermont under the present schedule earns in twenty-six days $133 50 and the fireman $71 10, under the schedule which you propose the engineer would receive $[illegible] and the fireman $102 61.

On the first division of the Cheyenne Branch of the B. & M. R. R. R. a passenger train of three [illegible] running six hours and ten minutes daily is paid under the existing schedule to engineers $141 per month. Upon your schedule it would pay $189 per month.

On the K. C. St. J. & C. B. R. R. on the run from [illegible] to St. Joseph and return under the present schedule the engineer earns for a month of [illegible] $[illegible] and the fireman $72 [illegible]. Upon [illegible] schedule which you propose the engineer would [illegible] $[illegible] and the fireman $119 [illegible]. This is a [illegible] run, the engineer and fireman returning [illegible] every night. [illegible] is a [illegible] day light run.

On the Chicago & Iowa Railroad a light passenger run between Rockford and Aurora which [illegible] four hours and fifty minutes in making the round trip which leaves the engineer at home every night and every Sunday, and gives him the greater part of each day to himself, [illegible]

This seems to be good pay for men in their first and second year of trade. And the company pleads the "interstate law, poor crops, and extremely low rates as well as a great multiplication of new competing lines" as further reason of its inability to equalize rates. On the other hand, it appears that some of the roads entering Chicago have acceded to the demands of the Brotherhood.

This is a fair statement of the case as it stands between the Brotherhood and the railway managers. It is a case where speedy adjustment is supremely desired by the traveling and freight shipping public. —*Editorial—The Daily Inter Ocean, Feb 27th* 1888.

THE STRIKE IS ON.

The chiefs of the Brotherhood of Locomotive Engineers have ordered all members of the order employed on the Chicago, Burlington & Quincy road to stop work at 4 o'clock this morning, and the great public along the six thousand miles of that company's tracks must suffer such inconvenience and loss as this interruption of business will cause until the Brotherhood and the company can settle their differences. There may be some equities in the contest thus begun that are not justly apportioned, but the public does not sufficiently understand or appreciate them to bear patiently the inconvenience it is thus compelled to suffer, and the enginemen therefore start in with one element against them that is always very necessary to success in struggles of this kind.

There is no doubt that the law-breaking, law-defying element of the community will champion the cause of the strikers. It always does, and it does it not because it may be right or because it may be wrong, but because the occasion is the one opportunity for demonstrating its natural and acquired hostility to orderly government. On the other hand, a few will, of course, champion the side of the company, not because its attitude may be just or unjust, but [illegible] they are sycophants of power. But the potential portion of the public will, regardless of the right or the wrong of this or that question, put its protest upon the responsible authorities who sanction a far-reaching strike.

The last general strike of the locomotive engineers inflamed the nation to the verge of revolution. Scores of lives were wantonly sacrificed, the people were appalled by the sight of blood and fire, and Pittsburgh paid an indemnification bill of $14 000 000 and even then was not fitly punished for the demagogical countenance it lent to the lawless. The Brotherhood has "lived down" the responsibility for the calamity of ten years ago. Chief Arthur has been commended for his sterling sense, the past has been forgotten and forgiven, and the heroic duties performed by the engineers have elicited from all classes unstinted admiration. Their methods and behavior have been fondly contrasted with the vicious and un-American behavior of the Knights of Labor.

No great strike, after what has taken place, can bring anything but defeat—unless it shall invoke a universal spirit of revolution, and the American people have given their final verdict against revolution and rebellion. Mr. Arthur says they have a right to stop work, and that they have no intention of interfering with persons employed to take their places. He knows that the object of the strike would be negatived by orderly withdrawal and non-resistance. Such action would be equivalent to resignation. A strike means but one thing—to refuse to work, and to make sure that nobody else is permitted to work in your place, and when Chief Arthur or Chief Powderly or Chief Anybody inveighs against interference or violence or acts to the cause, he is guilty of willful hypocrisy.

Chief Arthur has called this strike. If it shall prove harmful to commerce and shall invite disorder and loss of life the public will hold him and his coadjutors to a strict accountability. —*Editorial—The Times, Chicago, Feb. 27* 1888.

THE GREAT STRIKE IS "ON."

The greatest railroad strike that ever occurred is "on" along all the lines of the Chicago, Burlington & Quincy Railway. There were probably more men involved in the Missouri Pacific strike of two years ago than are now "out," but the lines over which that strike extended were not so long nor so important as those of the road now affected, and a strike of the engineers and firemen on a railroad is a much more important matter than a strike of the class of switchmen and similar employes who rank hardly above common laborers. The engineers are the most important class of railroad men. They need experience, skill, sobriety and fidelity to duty as their principal characteristics. When joined by their satellites, the firemen—from whom their ranks are mainly recruited—they constitute a powerful body, and the struggle in which they engage is liable to be prolonged, embittered, and fruitful of cost to both sides. The great road covered by this strike will be compelled to use all its power and resources in the fight or to lose the victory and may lose after all. If the strikers should lose, it would be a serious if not a fatal blow to the Brotherhood of Engineers and their auxiliaries, the firemen, as the loss of the great Missouri Pacific strike in 1886 by the Knights of Labor led to other defeats and to the disintegration of that order, now its condition everywhere.

The present strike is complicated by the rate war between the Western roads, in which it is charged that the Chicago, Burlington & Quincy was the aggressor. It will be remembered that the rate war was caused by the determination of the Burlington and Northern to cut rates to and from St. Paul. This new road is well known to have been built with Chicago, Burlington & Quincy capital, and to be in fact a mere branch of that road, though ostensibly under separate management. At least the other Western roads hold the Chicago, Burlington & Quincy responsible for the action of the Northern, and cut rates to all points where they competed with it for traffic in the Northwest, West and Southwest. But for this war of rates, *the origin of which they charge on the Chicago, Burlington & Quincy, it would* probably now have the sympathy of the other roads, which would carry its freight and pool their earnings in its support. But they will now probably hold aloof and let it fight its own battles.

The strike is likely to be a peaceful one so far as the engineers and firemen are concerned. They will not attempt to obstruct trains by violence nor to destroy property. But, as an officer of the road truly says, there is always a lawless class, the great body of tramps and idlers, who have no interest in such a contest, but who make it the opportunity for violence, rapine and other kinds of crime. From this class the greatest danger is to be feared. —*Editorial—Chicago Evening Journal, Feb 27,* 1888.

THE STRIKERS' RESPONSIBILITY.

The fact must not be overlooked that the striking engineers have assumed a grave responsibility, and that among those who will suffer are thousands not interested in the fight between the railroad and its employes. It is a serious thing to cripple business, to interfere with the movements of the traveling community, and possibly, in the end, to have caused violence and bloodshed. If the strike now on becomes otherwise than peaceable in any of its features the public will not be tolerant.

It requires a great deal of patience on the part of the community at any time to endure a strike where the crippled employer is a public servant, for the first evil effects in such cases are felt by the people at large. The present strike is of the sort referred to. It hurts the public at once and seriously. The public will not submit to it if the fight is greatly prolonged. If, as in the great strike of 1877, there is violence from any source, the sentiment of chafing endurance will change at once to one of earnest aggressiveness and somebody will be punished. It is well that those conducting the warfare should bear in mind the attitude of the people in mind. —*Editorial—The Chicago Mail, Monday, February 27,* 1888.

STRIKING FOR THE WRONG.

The officers of the Chicago, Burlington & Quincy Company say: "At present we have one rate of pay for engineers just promoted from firemen, which continues one year. In the second year of service as engineer an advance of pay is given. On the expiration of the second year a further advance to full engineer's pay is given. The schedule proposed by the committee [of engineers] does away with this classification and insists upon full pay for every man as soon as he runs an engine."

The demand for this schedule is wrong. Both engineers and firemen assume that the former should receive higher pay than the latter in the ratio of 100 to 60. If that is right, why is it not right that engineers should be paid according to experience and efficiency? It is certainly a fair presumption that an experienced engineer is worth more than an inexperienced one. Chief Arthur is reported as saying that the demand is not for higher wages on the average, but for higher wages for the inexperienced and lower for the experienced engineers. If this is true, and the statement has not been denied by the spokesmen for the engineers, the strike is not so much by the engineers as a body against the company as by the inexperienced engineers against the experienced ones. How do the latter enjoy it? Do they not feel that they are entitled to something for their experience and diligence? Is it not a warranted inference that they have been outvoted; that they are in this fight against their inclination and that they would be out of it and at their posts but for fear of the nameless and unlawful penalties inflicted by a tyrannous majority, as is not the case in a majority of strikes? If so, how long does an experienced and powerful minority propose to submit to the tyranny of a majority composed of comparative tyros?

So far as the purpose of the strike is for an indiscriminate leveling of wages it wrongs the best of the men involved in it. And not only so, but it is calculated to injure the inexperienced as well as wrong their seniors. Most men are so constituted that incentives are required to bring out the best of which they are capable. The dead level system of pay would remove a powerful incentive now impelling engineers to perfect themselves in their work. It is therefore calculated to lower the general standard of excellence in the calling. It deprives the best of a motive to maintain their excellence, and at the same time it deprives the least experienced of a motive to improve themselves.

The dead level system is calculated to injure the companies that adopt it. They must render good service or fall behind in the competitive race from which they can get no exemption. They are therefore justified in resisting a demand for a change which would be more than likely to result in deterioration of the service they render.

And the people are interested in the contest. Their interest extends far beyond any temporary inconvenience from the interruption of traffic while the contest is in progress, and beyond any incidental riotous outbreak like that which was so destructive in Pittsburgh in 1877. They are interested in having the best of service, freight and passenger, throughout the country. They do not want to intrust their property, much less their limbs and their lives, to incompetent or reckless men. It is to their interest, therefore, that a movement which is well calculated to lower the standard of qualifications among men in the railway service who have property and lives committed to them should not succeed. If the movement has succeeded in the case of a number of Western roads the public should not on that account be the more indifferent to the present struggle. This struggle has called attention to the great importance of the leading question involved, and now public sympathy should range itself on the right side. Public opinion should sustain the party that is in the right. If the right wins now, as no doubt it will, any wrong arrangements that have heretofore been made will presently be readjusted on a sounder basis. —*Editorial—The Times, Chicago, Feb. 28th,* 1888.

THE BROTHERHOODS.

A great railroad strike, coming at a [illegible] season [illegible] when personal [illegible] the business of transportation [illegible] at the time of [illegible] a common disaster. The famous Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen are already at war with the Chicago, Burlington & Quincy system, and three other labor societies are likely to be involved. The number of workers who must be idle at the start is said to be 25,000.

Like players at chess, each side has carefully considered this move and one side must lose by it. It cannot be possible that the locomotive engineers have not weighed well the hope they have of influencing public opinion. They point to a record of eleven years without a strike. Because of this recorded sensitiveness to popular feeling the Brotherhood may best be understood to still value that potent force in all industrial warfare. What probability, therefore, if any, is there that the engineers will be able to invoke public indignation against the C., B. & Q., and to secure a tolerance of the many inconveniences and annoyances which must follow the tie-up?

This is the real question of the strike. That strike may grow larger or less, but the one deciding fact now to be learned will be the verdict of the patrons of the road. They use this road. Without it the routine of their life is jostled rudely. If they decide against the engineers, the day is lost for the Brotherhood.

And this leads to a conclusion, which must be a cheerless one for the strikers. *The Herald* does not believe in the strike as a remedy. The good sense that has preserved Chief Arthur for eleven years should have preserved him this time. Very often a strike is in the anthracite basin plays directly into the hands of forestallers and stock jobbers. Still more often it imposes direful privations on the mechanic, for he is as frequently opposed as he is in favor of the blows which organized labor attempts to deliver upon capital. The Brotherhood has earned the ill wishes of other powerful societies of craftsmen. Allied with its past history of good sense has necessarily been a disinclination to become embroiled in the contentions of the Knights of Labor, the miners and other fighters in recent years. Having been for peace in 1885 when all was war, the brothers should not be for war now, when all is peace.

Organized labor has its complaints, as man always has, in any situation of life. These six thousand miles of "Q" track, ramifying the entire middle West, serve a class of men called farmers, who are unorganized, who, as a majority, vote the ticket that promises them the highest taxes and the lowest food prices, those farmers rise at 4 o'clock a. m. and work until 9 p. m. Then clothes might be better, their houses warmer, the general reward of their life more important. To their perpetual struggle for existence is now to be added the temporary failure of the railroad to carry their goods backward and forward, and all because of the dissatisfaction of workers who must now convince the farmer that they have been misused. They cannot so convince him. Will not public opinion, then, go against the brothers perforce?

When the freight war began, *The Herald* spoke of the strikes that would be likely to follow on all the roads. These strikes are still to come, but it is probable the present battle was begun because the railroad men wish to demand exactly at the moment when expenditures were exceeding the income. In that far the freight war had its influence on the present conflict. But the strike itself, is an [illegible] wrong in essence. It will never become popular, because it injures the three parties—the public first, the employers next, and the strikers last. —*Editorial—Chicago Herald, Feb 28,* 1888.

WAGES ON THE BURLINGTON SYSTEM.

The schedule prepared by the striking engineers of the Burlington road setting forth their demands upon the company covers many points besides the question of wages, but in the interviews with Mr. Arthur and the local chairmen of the engineers and firemen's committees they lay special stress upon the wages demand and throw out vague hints of concessions which might be made on other points, which fairly lead to the inference that on their part, at least, they attach paramount importance to this question of dollars and cents, and that if there were no difference between them and the company here the other demands might be waived for a time. The managers of the road, on the other hand, while resisting all the demands as formulated in the schedule, give the largest prominence to the wages question also, though we presume they are just as fully resolved to make no concessions on some others.

On the wages question both sides have [illegible]. The managers claim the right to pay their employes upon the classification system. It is conceded at the outset that this does not involve a question of higher wages or of raising wages to the standard paid by other roads. If the managers were convinced that their men were underpaid, as compared with wages on other roads they would unquestionably give the matter proper consideration and rectify any inequalities. It is rather the system of paying wages than the wages themselves upon which the contestants have made their issue. Mr. Arthur contends that all engineers shall receive a stipulated sum per mile, a hundred miles or less to constitute a day's work, and denies that the skillful engineer should receive more pay than a new hand, upon the ground that there is no such distinction between the engineers as superior and inferior men. His contention is that if a man is competent to run an engine on the road it makes no difference whether his engine draws three cars or ten cars, or whether his run lies over the level prairies of Illinois or the heavy grades of Iowa, or whether he runs by day or by night, since all engineers have passed through an apprenticeship of firemen on switch, freight, and passenger engines, and when they reach the passenger engine as engineers are competent and entitled to full [illegible] of other [illegible] and to uniform pay for the same class of service.

Against this position the managers make [illegible] argument. They set forth their claim in the demand that the engineer shall be classified by his [illegible] of service and experience. They contend for this because there [illegible] differences in the amount of time, labor, and responsibility required of their engineers, and because the mileage system of wages takes no account of the real value of service rendered. As the classification system is applied to all their other employes they contend that the engineers must not be excepted, and on this point they say with great force: "To "mass all engineers into one common "body and to pay all alike, taking no "account of superiority or intelligence, "seems to us unjust and unfair and in "direct opposition to the spirit of the "times we live in, which tends to assure "each man whatever rewards are due to "his own abilities and skill, and not to "produce castes, all members of which "are on the same level."

The managers of the road further say that they are opposed to the proposed method of payment, because it will have the effect of keeping the men constantly on the lookout for "soft jobs," instead of, as at present, always striving by faithful service to obtain promotion to the most responsible and consequently the best paid positions. They say the Arthur Brotherhood proposition would level the best men down and show the poorest men up and produce mediocrity of service, which they wish to avoid. They don't want the incentives to individual effort and personal ambition destroyed. They wish to have rewards for fidelity and intelligence constantly before the eyes of every man in their employment. If the "plug" engineer is paid as well as the man in charge of the lightning express, and the former has "a softer job" than the latter, what motive will any member of the Brotherhood have to seek the higher grade of employment, since it is accompanied only by harder work and more responsibility? Will not such a system have the effect of encouraging drones and shirks?

This view of the question is addressed not to the public but to the engineers themselves, and as they are men of more than ordinary intelligence it rests with them to decide whether they are not receding from their previous position of superiority to Knights of Labor and ordinary labor organizations when they base their claim upon one of the fundamental and unjust ideas of the latter. Certainly if a similar claim were allowed in other branches of business it would sooner or later ruin them. Can they satisfactorily show that they are exceptions to the general rule? At first sight it would appear that the mileage versus the classification system is an admirable and proper question for arbitration, but unfortunately they are in a position to lose what they have gained from the other roads should arbitration go against them. The least that they can do is to give the matter earnest thought and consideration, and as they are men of intelligence and not the dupes of walking delegates and demagogues, the public will expect them to do that much. —*Editorial—The Chicago Tribune, Feb 28,* 1888.

THE GREAT RAILROAD STRIKE.

The Tribune will not be suspected of undue partiality for the railroad managers. It has had occasion of late to express its views with considerable freedom, concerning discriminations against Chicago and [illegible] features of management that have [illegible] Mr. Ripley of the Burlington said recently to the State Board of Commissioners, that *The Tribune* was "an enemy of the railroads" and "never had anything good to say of them," and that railroad men "never paid attention to anything it said," etc. Mr. Ripley was at that time smarting under some imaginary grievance and did not mean nor believe half he said. But his remarks indicated in a desultory fashion that the relations of Damon and Pythias were not at that time subsisting on an acknowledged basis between the railroad managers and *The Tribune*. In what we have to say, therefore, of the strike of the engineers and firemen on the Burlington system of roads we shall not be accused of conscious bias in favor of the company, indeed our expressed sympathies up to this time have been with the other side.

The publication yesterday morning of the full demand of the workmen and the formal reply thereto of the Manager, puts a new face on the situation. Some of the points in the case have not up to this time received due public attention. The significance of these points will be perceived by every business man as soon as they are stated. For convenience of reference the demands of the men and replies of the company in a few specific instances are placed in parallel columns.

I. This is the first case for comparison:

Demand: Art. I.	Reply: Art. I.
No engineer or fireman shall be suspended or discharged without just and full and impartial hearing, sufficient cause, and in any case of suspension or discharge, an engineer or fireman believes his suspension or discharge to have been unjust, he shall make sufficient statement of just treatment, and the facts in the premises, and submit it to his master mechanic and at the same time [illegible] up the control of their [illegible]	The rules now in force provide in Art. I. for a hearing in any case of suspension or dismissal of an engineer. The company believe that this affords a guarantee of just treatment, and *they are unwilling to accept any proposition which in any way would involve giving up the control of their* [illegible] *If* [illegible] who may be in the employ of the company, and the master mechanic *together with the engineer or fireman last referred to* shall in conjunction with the Superintendent investigate the case in question without unnecessary delay and render a prompt decision, and in case the aforesaid suspension or discharge is decided to be unjust, the accused shall be reinstated at once *and shall be paid for all time lost on such account.*

The rule of the company bearing on this subject now in force is as follows: "No "engineer shall be dismissed or suspended "from the service of the company without "just cause. Every engineer shall be entitled to a full and impartial hearing [illegible] by the Superintendent [illegible] in ordinary case. Superintendents [illegible] master mechanic will not suspend [illegible] in such cases have had full [illegible]"

The difference between the new demand and the old rule is: (1) That it is proposed to include firemen as well as engineers in the new order of things. (2) That no engineer nor fireman can be suspended or discharged without arbitration, an engineer or fireman—one of the servants of the company being a member of the arbitrating board. (3) That the fireman or engineer on trial is to be paid for the time lost by the investigation of his own case.

This is a harsh and unusual demand. It looks like a proposition to *try the Superintendent* whenever he attempts to suspend or dismiss an employe. From this point of view it is an intolerable exaction. When the managers, in reply, use the ominous phrase: "We are unwilling to accept any proposal which in any way "would involve giving up the control of "the road," they seem to be on solid ground. If they had refused to negotiate on account of this demand they would have been amply justified. We are informed that the men were prepared to negotiate with a view to abandonment of the first article. Still, the mere fact that such a proposal was incorporated in their schedule [illegible] an arrogant [illegible] on their part. Prudent railroad managers who listened to such a proposition gravely put forth might well be apprehensive as to what was likely to come from the Brotherhood in the near future. For if they submitted to this demand from their 1,800 engineers and firemen they would have to make a similar concession to 12,000 other employes and provide for an arbitration in every case of the dismissal or suspension of an employe. No man who has had experience as an employer can regard this demand as reasonable or one that he would patiently or peaceably submit to.

II. Another demand is almost as unusual. It appears as Art. XXII of the Revised Schedule of Wages [illegible] printed in yesterday's *Tribune*. It and the reply to it are as follows:

Demand	Reply
It is understood that they will not be [illegible] to [illegible] examinations except such as are agreed upon by the General Manager and the General Grievance Committee.	The Company must [illegible] very absolutely the right [illegible] to ascertain by whatever examinations it may think advisable whether its employes of all classes are capable of fulfilling the duties they undertake, and the public also demands that the Railroad Company shall take every precaution to employ only those men who can safely perform the work intrusted to them.

We understand that this is not a proposition to evade the tests for color blindness which all railroad men now believe to be necessary. But we also understand that if this provision had been in operation six or eight years ago it would have been impossible to establish these tests or any others like them, as a strong prejudice against them then existed and the men submitted to them reluctantly. At any rate, the managers of the road ought to be the sole judges of the tests and examinations that are necessary for the protection of the lives and property intrusted to their care.

III. A demand for the wholesale issue of free passes to *all* members of the Brotherhood, embracing 30,000 men, is embodied in Art. XVIII, and is replied to as follows:

Demand	Reply
That engineers and firemen and their families shall be given transportation when applied for [illegible] over the road.	The company [illegible] free transportation to employes in good standing [illegible] to their [illegible] to employes and their dependent families of other roads upon the request of their managing officers. This has been our practice for years, and we believe that in doing it we are dealing generously with railroad employes. To extend this to all members of an organization which, however good its objects, is a purely private affair of individuals, and to grant free transportation to them as a right seems unreasonable and unjust, and moreover it direct violation of law.

The company now issues trip passes to its men and in the exercise of a sound discretion passes over its lines working engineers and firemen employed on other roads or those who have been so employed within a reasonable time and are only temporarily "out of a job" through no fault of their own. But the men now demand "family time passes" for all members of the Brotherhood employed on the Burlington system, and, as a matter of right, trip passes for all other members of the Brotherhood. The demand is manifestly preposterous and could not be complied with. It would not have been made if the Brotherhood had not been inflated too decidedly with a sense of its own importance. Besides proposing to put a heavy financial burden upon the company it contemplates a direct violation of the Inter-State Commerce Law.

These are three characteristic demands of the Brotherhood upon the Burlington people. There are others quite as excessive and as liable to criticism, but involving questions too technical for newspaper discussion. As a specimen of them we may notice that the firemen now demand that the coal shall be carefully cracked for them before it is put on the engines. The next thing would doubtless be a demand for cracked ice to be applied by the company to their brows when they become overheated in the discharge of their delicate and responsible functions.

Taken in connection with the vital and fundamental demand (fully noticed Sunday) for a leveling *up* of wages and a leveling *down* of general efficiency, individual merit, and the incentive to personal effort and ordinary ambition on the part of the employes of the road we should say without further light upon the subject than we now possess, that the Brotherhood has crowded the company to the extreme limit of endurance.

It may be that there is some supplement to this correspondence that has not been given to the public and that the Brotherhood has offered to recede from some part of the original programme. As the reply of the railroad company, however, is dated only last Wednesday [illegible] seem to [illegible] fication of the situation since Wednesday we risk nothing in saying to the representatives of the Brotherhood that whatever the issue of the strike may be they will not be sustained as to the justice of their cause by public opinion. It will be said everywhere that they have attempted to impose an intolerable despotism of an outside labor council upon the managers of this great property, going so far as to suggest interference with them in the discharge of legitimate and necessary duties. If the case is susceptible of no further explanation, the managers will be upheld by impartial men in resisting by every means and all the resources at their command such a proposed invasion of their rights. —*Editorial—The Chicago Tribune, Feb 28,* 1888.

THE C., B. & Q. STRIKE.

A railway like the Chicago, Burlington & Quincy is in its length and scope a vast and intricate organism. "The Q", as it is popularly called, is reported to have more than 4,000 miles of lines in operation, or over four times the distance from here to New York, or more than the entire distance from the Empire City to San Francisco. It was shown in reports published over a year ago that Illinois had 1,174 of these miles, Iowa 797, Missouri 111, Nebraska 1,592, Kansas 184 and Colorado 175. These figures indicate the wonderful growth in the West of our great railway companies and are merely the duplicates of the statistics of the North-western and St. Paul Roads, which have been pushing their lines through the Northwest as "the Q" has through Kansas, Nebraska, and Colorado.

The business of a railroad may be figured when there are returns touching the rolling stock, with the cities, counties, and States that are contributors. For example, here is "the Q", with between 600 and 700 locomotive engines, over 300 passenger cars, 135 to 150 baggage, mail and express cars, 18,500 box and stock freight cars, 4,800 flat and [illegible] cars to make the [illegible] 26,500.

The passenger [illegible] running into Chicago [illegible] very considerable part of the [illegible]. There are, in round numbers [illegible] suburban trains on the various lines radiating from this city. It has been estimated that the Chicago horse railroads carry 150,000 people daily, and that from 25,000 to 30,000 persons travel daily in these suburban trains. The number of villages and towns that contribute to this result is very large. It is said to be a liberal estimate that places the villages at distances of even four miles from each other. There are towns on the North-Western Road, like Evanston, that daily send in hundreds of their leading citizens, lawyers, business men, physicians, well-to-do men in all the professions, and, while that is a typical town, still there are others very like it, and equally well represented. The suburban contributing towns extend to Waukegan and Kenosha on the north and Elgin on the west on the North-western line, Aurora and Ottawa on "the Q" and Rock Island, Joliet on the Alton, and Valparaiso and Michigan City on the Michigan Central and the Fort Wayne, while the Illinois Central's suburban traffic extends all the way to Cairo on the south and Galena and Dubuque on the main line and the Iowa division.

The strike on the Chicago, Burlington & Quincy will reach directly thousands of men, and indirectly will affect hundreds of thousands more. The great strikes of 1877 began because brakemen and firemen refused to work on account of the reduction of 10 per cent in their wages. The strike on "the Q" owes its origin to a different condition of affairs. There have been the Reading strikes, which are still fresh in the public mind, and several years ago the strike of the Western Union telegraphers. The most important railroad strike in the West, however, since the strikes of 1877 was that of the Knights of Labor on the Missouri Pacific road. It was protracted, and while trying to the patience of the public was very damaging to the business interests of the country. The feature in the present strike on "the Q," which will attract more than usual attention, is the non-interference of the strikers with the business of the road. It is their privilege to quit work, as it is the privilege of other men to take their places if such men can be found. The strikers admit their obligations to run the mail trains, and, in this admission recognize the supremacy of law. Complications may come up to tempt the Brotherhood to depart from the rule now governing their action, but the probabilities are against this. —*Editorial—The Daily Inter Ocean, Chicago, Feb 28* 1888.

A WRONG ISSUE.

The strike of the Burlington engineers is for higher wages. There are minor contentions, but the leading issue is whether the present mode of payment by the trip shall continue, or whether the demand of the strikers for a uniform mileage rate shall take its place. In the latter event the average wages paid will be materially increased.

The position of the company is that its present system of payment is fair, based as it is both upon the varied character of the service required and the corresponding grade of ability in the man to perform it.

The position of the strikers is that there is no difference in the grade of ability among the members of the Brotherhood, and that regardless of the difference in service rendered, all should be paid at the same rate. Without passing upon the question of whether the specific amounts paid by the company to its employes under the existing scale is fair compensation or not, there can be no question but that *the system* which recognizes a difference in the ability of men and in the kind of service required of them is right, and that the demand which classes all members of the Brotherhood as of equal ability and all kinds of service of equal value is wrong.

In the application of its system to individual cases the company may possibly be seriously at fault. In principle, however, the system itself is fair and right. In view of its long and honorable career it is a surprise and a disappointment to all [illegible] taking a position so inconsistent with all the prevailing conceptions of American manhood. It must abandon so untenable a position or lose not only the present fight, but, more important still, the respect and confidence of the American people. —*Editorial—The Chicago Daily News, morning edition, Feb 28th* 1888.

The unbiased and disinterested person who examines the existing controversy between the official management of the Chicago, Burlington & Quincy Railroad and its striking engineers and firemen will find it difficult to reach a conclusion justifying some of the demands of the strikers. Their requests are in some respects extraordinary and indefensible. However much the general public may be disposed to sympathize with the locomotive engineers, who, as a class, are intelligent, courageous, and self-sacrificing men, yet they cannot reasonably expect public support in unreasonable demands. The sooner this entire controversy shall be submitted to intelligent arbitration and adjusted upon a basis of reason and justice, the better for all concerned. Some of the demands of the engineers are worthy of favorable consideration and the object of arbitration should be to ascertain and pass upon the actual merits of the case. No time should be lost by either side to bring the unfortunate contest to a speedy termination by all rational and practical means in their power. —*Editorial Note—Chicago Evening Journal, Feb 28,* 1888.

The proposition that an engineer running a fast mail or passenger train, sometimes at the rate of sixty miles an hour, is not exposed to greater peril and is not required to possess greater skill and experience and should not receive higher pay than a fireman just promoted to run a slow locomotive on a spur road, is neither fair nor reasonable. —*Editorial Note—Chicago Evening Journal, Feb 28,* 1888.

ISSUED BY PASSENGER DEPARTMENT.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

2/2-9/88

OFFICE OF
SECRETARY'S OFFICE
B. & O. R. R. CO.,
CHICAGO, ILL.

The C., B. & Q. Strike.

CHICAGO, ILL., FEBRUARY 29, 1888.

THE THREATENED STRIKE.

If the strike promised for to-day by the [illegible] men and engineers [illegible] the Chicago, Burlington & Quincy Railway system should begin it should end almost as speedily as it begins. The obstruction of freight and passenger traffic on a system of such magnitude is an evil whose effects will be far reaching. The Inter Ocean hopes and [illegible] that good sense and equity will exert such influence upon the employes and managers of the road [illegible] either prevent the outbreak of the threatened strike or bring it to a quick conclusion should it break out.

[illegible] of Engineers has won a [illegible] and honorable reputation for moderation and sagacity [illegible] trolled body it has no affiliation with other organizations of labor. And the Chicago, Burlington & Quincy system has won an equally deserved and [illegible] reputation for fair and kindly dealing with its employes. The characters of the parties at issue being thus honorable and wise it is reasonable to expect that the issue will be quickly and satisfactorily determined. The area affected by the strike would extend half way across Colorado and south west to the line of Arkansas. A strike of any great continuance would impoverish the country by the loss of custom [illegible] by the cessation of payment of high [illegible] wages to nearly 15,000 men, and by the [illegible] of travel and freight [illegible] the public would hold some body responsible for such evils.

The wage question does not seem to be [illegible] That is to say the wages paid by the [illegible] system to its first [illegible] and engineers seem to be [illegible] and the [illegible] say in their reply to the [illegible] employes, "What we can not [illegible] your committee's proposition [illegible] we expect to pay as much as [illegible] for similar service [illegible] take up the wage question at any [illegible] adjust any inequalities that [illegible]

[illegible]

THE GREAT STRIKE IS "ON."

The greatest railroad strike that ever occurred is "on" along all the lines of the Chicago, Burlington & Quincy Railway. There were probably more men involved in the Missouri Pacific strike of two years ago than are now "out," but the lines over which that strike extended were not so long nor as important as those of the road now affected, and a strike of the engineers and firemen on a railroad is a much more important matter than a strike of the class of switchmen and similar employes who rank hardly above common laborers. The engineers are the most important class of railroad men. They need experience, skill, sobriety and fidelity to duty as their principal characteristics. When joined by their satellites, the firemen—from whom their ranks are mainly recruited—they constitute a powerful body, and the struggle in which they engage is liable to be prolonged, embittered and fruitful of cost to both sides. The great road concerned in this strike will be compelled to use all its power and resources in the fight or to lose the victory and may lose after all. If the strikers should lose it would be a serious if not a fatal blow to the Brotherhood of Engineers and their auxiliaries, the firemen, as the loss of the great Missouri Pacific strike in 1886 by the Knights of Labor led to their defeats and to the disintegration of that order, now its condition everywhere.

The present strike is complicated by the rate war between the Western roads in which it is charged that the Chicago, Burlington & Quincy was the aggressor. It will be remembered that the rate war was caused by the determination of the Burlington and Northern to cut rates to and from St. Paul. This new road is well known to have been built with Chicago, Burlington & Quincy capital and to be in fact a mere branch of that road, though ostensibly under separate management. At least the other Western roads held the Chicago, Burlington & Quincy responsible for the action of the Northern, and cut rates to all points where they competed [illegible]

[illegible]

THE STRIKE IS ON.

The chiefs of the Brotherhood of Locomotive Engineers [illegible]

[illegible]

STRIKING FOR THE WRONG.

The officers of the Chicago, Burlington & Quincy Company say [illegible]

[illegible]

THE BROTHERHOODS.

A great railroad strike [illegible]

[illegible]

THE STRIKERS' RESPONSIBILITY.

[illegible]

WAGES ON THE BURLINGTON SYSTEM.

The schedule prepared by the striking engineers of the Burlington road [illegible]

[illegible]

THE GREAT RAILROAD STRIKE.

The Tribune will not be suspected of [illegible]

[illegible]

[illegible] the intolerable despotism of an outside labor council upon the managers of this great property, going so far as to suggest interference with them in the discharge of legitimate and necessary duties. If the case is susceptible of no further explanation, the managers will be upheld by impartial men in resisting by every means and all the resources at their command such a proposed invasion of their rights.—*Editorial—The Chicago Tribune, Feb. 28, 1888.*

THE C., B. & Q. STRIKE.

A railway like the Chicago, Burlington & Quincy is in its length and scope a vast and intricate organism. "The Q," as it is popularly called, is reported to have more than 4,000 miles of lines in operation, or over four times the distance from here to New York, or more than the entire distance from the Empire City to San Francisco. It was shown in reports published over a year ago that Illinois had 1,174 of these miles, Iowa 797, Missouri 111, Nebraska 1,592, Kansas 184 and Colorado 175. These figures indicate the wonderful growth in the West of our great railway companies and are merely the duplicates of the statistics of the Northwestern and St. Paul Roads, which have been pushing their lines through the Northwest as "the Q" has through Kansas, Nebraska, and Colorado.

The business of a railroad may be figured when there are returns touching the rolling stock with the cities, counties and States that are contributors. For example, [illegible] the Q with between 600 and 700 locomotive engines, over 300 passenger cars, 135 to 150 baggage, mail and express cars, [illegible] 500 box and stock freight [illegible]

[illegible]

[illegible] of other men to take their places if such men can be found. The strikers admit their obligation [illegible] the mail trains and, in this admission recognize the supremacy of law. Complications may come up to tempt the Brotherhood to depart from the rules now governing their action, but the probabilities are against this.—*Editorial—The Daily Inter Ocean, Chicago, Feb. 28, 1888.*

A WRONG ISSUE.

The strike of the Burlington engineers is for higher wages. There [illegible] contentions but the leading issue [illegible] whether the present [illegible] of payment by the trip shall continue or whether the demand of the strikers for a uniform mileage rate shall take its place. In the latter event the average wages paid will be materially increased.

The position of the company is that its present system of payment is fair, based as it is both upon the varied character of the service required and the corresponding grade of ability [illegible]

The position of the strikers is that there is no difference in the grade of ability among the members of the Brotherhood and that regardless of the difference in service rendered all should be paid at the same rate. Without passing upon the question of whether [illegible] the amounts paid by the company to its employes under the existing schedule is fair compensation or not, there can be no question but that the system which recognizes differences in the ability of men and in the kind of service required of them is right, and that the demand which classes all members of the Brotherhood as of equal ability and all kinds of service of equal value is wrong.

In the application of its system to [illegible] cases the company may possibly be seriously at fault. In principle, however, the system itself is fair and right. In view of its long and honorable career it is a surprise and a disappointment to all true friends of organized labor [illegible] the Brotherhood of Locomotive [illegible] the prevailing conceptions of [illegible] manhood. It must [illegible] position or lose not only the present fight, but, more important still, the [illegible] and confidence of the American people.—*Editorial—The Chicago Daily News, [illegible] Feb. 28, 1888.*

The unbiased and disinterested person who examines the existing controversy between the official management of the Chicago, Burlington & Quincy Railroad [illegible]

[illegible]

The proposition [illegible]

[illegible]

ISSUED BY PASSENGER DEPARTMENT.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

THE C., B. & Q. STRIKE.

CHICAGO, MARCH 1, 1888.

TRADES-UNIONISM IN THE BROTHERHOOD.

It required the present strike on the Burlington Road to acquaint the public with the fact that a change, unseen and unnoticed from the outside, has recently taken place in the Brotherhood of Locomotive Engineers, the organization which has long commanded popular confidence and respect and exercised an influence unknown to any other order of workmen. The engineers themselves have been known as a manly, honest, fair-minded, intelligent class. [illegible] to meet and bear large responsibilities—and the same qualities manifested in the deliberations and acts of the brotherhood have commanded [illegible] and admiration in every quarter. So strong was this feeling with the public that when the Burlington strike was first announced it was held that the engineers must be right and the railroad managers wrong. This belief doubtless still prevails with those who have given the matter no special examination, but it is not too much to say that with others who have made inquiry into the issue there has been a general change of opinion, and the conclusion is now reluctantly reached that the engineers and firemen are making unjustifiable demands.

There is no mistaking the demand made on the Burlington Road. It embodies rank trades-unionism in its offensive form and looks to the destruction of classifications and wage rates based on individual merit and intended to reward superior skill and service. The engineers demand that the pay and classification of each of their members shall depend not on his individual merit, but on his membership in the brotherhood, and that the poorest shall be paid pro rata with the best, [illegible] all belong to the same labor organization. Such a practice, if forced on all railroads regardless of their situation and against the will of their managers, would seriously impair the discipline of the railroad service and take away inducements now held out to personal merit. On such a road as the Alton, for instance, the proposed equal mileage system might work well enough, while on a line like the Burlington, where the work of enginemen varies so greatly it would be unjustifiable. The idea of an enforced unnatural equality in every case and under all circumstances is un-American and unfair—worthy of cheap, inferior workmen trying by coercive means to extort what their betters honestly earn, but wholly unworthy such an organization as the Brotherhood of Locomotive Engineers.

That this order should advocate the Hindoo system of labor in the American railway service is amazing. The public cannot approve or applaud this sudden outburst of trades-unionism in an order heretofore distinguished for moderation and good sense. The Knights of Labor doctrine which the engineers have so strangely taken up is destructive and demoralizing in any business, but the public is vitally interested in seeing that it is not adopted in the railway service. In that service, where lives and property depend on the skill and fidelity of employes, the people are directly interested in the preservation of the distinctive merit system and the maintenance of every rule and regulation calculated in any degree to reward personal fitness and encourage the exercise of great care.

The startling change in the position of the Brotherhood, and its sudden adoption of radical trades-unionism, spring from the recent amalgamation of the engineers with the firemen. The firemen, as a class, are younger and more turbulent than the engineers, and inclined to make more radical, violent and reckless demands. Many firemen lack the ability to become engineers, and rather than look to the slow promotions of the merit system for an increase of pay they turn eagerly to the coercive remedy of strikes. In this instance the older heads among the engineers appear to have given way before the radical trades-unionism of the stokers. The Engineers' Brotherhood, when it stood alone, never made such demands as have been put forth since its union with the firemen. Chief-Engineer Arthur, who has been noted for sound judgment and opposition to strikes and trades-unionism, is quoted as having said that he had to approve this strike or resign his place at the head of the order. Clearly a change has occurred in the spirit of the Brotherhood of Locomotive Engineers, and it appears to date from the amalgamation with the firemen. The latter now exercise a controlling power, and they are governed, as a rule, by the pernicious principles of aggravated trades-unionism, rather than by the sound and moderate doctrines that so long prevailed with the engineers.—*Editorial—Chicago Tribune, Feb 29th*, 1888.

It will not have escaped the attention of those who are interested in the subject, that the entire newspaper press of Chicago is united in support of the managers of the Burlington Railroad and in opposition to the course pursued by the Brotherhood of Engineers and Firemen. Such substantial unanimity of opinion among the newspapers of Chicago is as significant as it is unprecedented. They are not accustomed to pull together in the discussions of most public questions, and the fact that they are united in this instance would seem to show that there is not much room for controversy as to the merits of the case. We believe now that the managers are so clearly right in the position they have assumed, that few reasonable men outside of the Brotherhood of Engineers and Firemen will be found to cavil at their conduct or express an opinion that it could with justice to the interests which they represent, have been substantially different from what it has been.—*Editorial Note—Chicago Tribune, Feb 29*, 1888.

RIGHTS MUST BE RESPECTED.

Labor organizations make a great mistake when they attempt to compel equality of compensation for unequal services. They will find it necessary in the long run to recognize differences of faculty and merit, because that is natural and just. If they insist upon arrangements which are generally felt to be unnatural and unjust they will soon be confronted with revolt and dissolution. The best in their own ranks feel that it is unjust that they should be forced to bear the burden of [illegible]. They may be promoted by benevolence or some other motive to do this voluntarily to a certain extent, but they will not forever submit to compulsion. They will more and more feel that it is due to themselves and to those dependent upon them to obtain the full value of their services, and they will eventually refuse to submit to a tyranny which forces them to divide with those who can not or will not render as good service as themselves.

If the organizations would accomplish the objects for which they claim to exist, they must in some way recognize differences in faculty and merit and respect the right of every one to reap the natural rewards of his skill and ability. This may not always seem easy, as in occupations where piecework is impossible or impracticable, but it must be accomplished in one way or another, or the organizations will in time be left without the support of the most deserving and the strongest in the various occupations immediately concerned, as well as without the support of the general public. "The race is not always to the swift nor the battle to the strong," it is true, but that, after all, is the law of industrial life and progress, and it is not likely to be permanently suspended in favor of any arbitrary system of caste or communism.

Competition may seem to generous minds a hard law, as it certainly does to most of those who are distanced in the race, but it is a beneficent law if there is any good in human progress. Where its operation is suspended progress is suspended, as the Times remarked in a recent article. It is operative on a grand scale in this country—on a grander scale, perhaps, than anywhere else in the world—despite the efforts of so many trade organizations to substitute arbitrary rules of caste or communism. A very large percentage of those engaged in gainful occupations are self-employed, and directly subject to the laws of competition from the operation of which no statute law or trades union protects them. This is the case with tillers of the soil representing nearly one-half of the population. It is the case with vast numbers of men in the mechanical trades—shoemakers, blacksmiths, carpenters and others—who have shops of their own and must necessarily stand or fall on their own merits. It is the case with dealers of all kinds, from the smallest retailers up to the largest wholesalers. It is the case with the great body of employes in stores and offices. It is the case with artists, literary men, and men and women in the learned professions. And this sharp competition coupled with the opportunity pre-eminently enjoyed in this country by every one to reach the highest rank in his chosen pursuit is, more than any other one thing the cause of American excellence in practical affairs and of the phenomenal growth of the national wealth in spite of a vicious system of taxation and of laws relating to business and industrial affairs which are not always the wisest.

Unrestricted competition and opportunity are peculiarly American. The destruction of competition by tariff laws and by those monopoly combinations many of which would be impossible but for the tariff laws are also regarded as peculiarly American, though they are utterly incongruous with the liberty of which we boast. But destruction of both competition and opportunity by labor organizations is thoroughly un-American. It is not American to shut the doors, as those guilds do, against boys who want to learn mechanical trades. It is not American to shut down competition and choke off ambition to excel and win the rewards of excellence, as many of these guilds seek to do in the case of those who have been graciously admitted within their charmed circle. These things are not American, and they are not right.

The right to learn a trade must be respected. The right to rise in a trade and to enjoy the rewards of merit must be respected. Furthermore, the rights which are generally assailed by strikers must be respected. When the engineers and firemen of a railway system strike they cease to respect the rights of property, they assume to control the property of others in open and flagrant violation of law. They are, in fact, in rebellion against the laws of the land, and making war against the Government, though they may not be actually under arms. If they succeed in controlling the property that does not belong to them they wrongfully deprive of employment twice their own number at least, and probably three or four times their own numbers. Finally, they wrongfully subject vast numbers of people to great inconveniences and losses. They invade the rights of their own numbers. They invade the rights of the company whose property they assume to control. They invade the rights of others who do not choose to leave the employ of the company. And, finally, they invade the rights of the public that the company serves. This is no peace. It is war. Let us call it by the right name, and ask how long the public will permit war to be waged against it without making an effort to conquer a peace.—*Editorial—Chicago Times, Feb. 29*, 1888.

ISSUED BY THE PASSENGER DEPARTMENT,

CHICAGO, BURLINGTON & QUINCY R. R.

THE C., B. & Q. STRIKE.

CHICAGO, MARCH 3, 1888.

SELF-CONVICTED STRIKERS.

The two magnates of the strike, Arthur and Sargent, if allowed the freedom of their tongues, will convict themselves out of their own mouths. Their little oft bound utterances flung out now and then to the reporter when brought in juxtaposition and examined with reference to the sophistries and inconsistencies [illegible] within them reveal a phase which amusingly caricatures the gravity of the strike. The regulation tilt [illegible] by the walking managers of labor revolts, [illegible] in most instances exposed the fallacies of their [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

For example, we find Mr. Sargent saying in reply to an inquiry as to whether other railroads would be involved, that they would not "if they attend to their own business," and that while "there will be no intimidation the strikers claim the right to buy any locomotive engineer [illegible] employer [illegible] [illegible] wages." This is the most [illegible] form of bribery. Mr. Arthur [illegible] the house tops and shouts: "Remember [illegible]." Mr. Arthur wishes it distinctly understood that the railroad company rejected its own terms and ordered itself to strike. It went out on its own motion without Mr. Arthur's help, and it must acknowledge the paternity of [illegible] and all consequences. The public with its customary stupidity and narrowness of view has wrongfully saddled upon the brotherhood a responsibility which it spurns and repudiates. Mr. Sargent [illegible] long enough to be [illegible] power, the chief of all the throttle hands, to seize the opportunity to remark, as reported, that "two years ago they made heavy concessions to the Burlington because they had serious troubles in the southwest and were not prepared to fight. So they really meant to fight two years ago. The fact that there was fighting elsewhere alone averted a collision. It really looks as though this might be an old fight which was cut and dried two years ago and laid away in the [illegible] museum of postponed opportunities. But the chief assures the reporters that, "since last October, the wages which they are now demanding have been allowed by several roads," and then sardonically adds: "It would seem to me that a great system like the Burlington ought not to pay less wages than third class roads." The inquiry is suggested whether, being third class roads, as characterized by Arthur, they did not succumb only because they were powerless to resist. Whether that be true or not, the Burlington should have quickly but gracefully emulated this unconditional surrender, for is it not the established order of things that the first class should always "hustle" in the wake of the third class? We find one of these field generals declaring to the reporters on Sunday that "we selected that hour [4 a.m.] because there were less [fewer] trains on the road at that time and we don't wish the traveling public to be inconvenienced any more than we can help," and following this pathetic solicitude for the dear public, the other field officer, talking to another chronicler, gives the whole thing away by declaring that the "reason a strike is not ordered at once is because we want to allow time for the Colorado member of our grievance committee to reach his home." And thus these two chiefs give each other and their cause away.

There is nothing so fatal to the *rationale* of a strike as the talk of its walking managers. —*Editorial—Chicago Times, March 2, 1888.*

PUBLIC OPINION AND THE STRIKE.

[illegible] has the [illegible] of public opinion in any dispute between employers and employes been more signally demonstrated than in the pending controversy between the Burlington company and its engineers. In all such cases public sentiment naturally inclines toward the employes, who are considered more or less at the mercy of their employers. In the instance under consideration the men went out with the public predisposed in their favor [illegible] [illegible] and the fact that they [illegible] admitted that more was asked than was expected in order to be used to advantage in negotiations.

In the light of the information thrown upon the dispute last Monday public opinion turned in favor of the company. If the leaders of the engineers had been mentally sensitive to the change, as leaders in any movement should be, they would have hastened to make a compromise. In this country, where law is but public opinion crystallized into constitutions and statutes, the verdict of popular sentiment exercises an almost irresistible [illegible] [illegible] [illegible] between the Burlington [illegible] [illegible] [illegible]. And [illegible] an axiom that when fully informed of the facts public opinion is almost always just. —*Editorial—The Chicago Daily News, Morning Edition, March 2d, 1888.*

THE POINTS OF DISAGREEMENT.

Chief Arthur [illegible] that the one point of disagreement upon which the fight of the engine men was inflicted, was that of uniform pay upon the mileage basis. Inasmuch as other demands of a very different character were made, the inference is, that these other demands were not seriously made, that the men did not believe them to be reasonable and just, that they presented them with the intention of withdrawing them, and simply for the purpose of securing them the concession, by way of compromise, in order to gain the real end they had in view. In other words, the chief virtually admits that the other demands were put in simply as pawns to be traded off for the game.

As much may be inferred also from the nature of the demands themselves. For [illegible] [illegible] in the document submitted by the engine men to the directors of the company: "It is understood that there will not be any more examinations or tests except such as are agreed upon by the general managers" (of the road) "and the general grievance committee" (of the brotherhood). This amounts to a demand that the men be made judges of their own competency, that no tests—color tests, for example—shall be applied unless a committee of employes agrees to the arrangement. This looks very much like a demand thrown in simply as a make-weight. It is hardly so reasonable that the men could have expected it to be granted. The company might reasonably insist upon being its own judge as to the competency of engineers, the honesty and vigilance of conductors, and so on throughout the list of employes from the top down. Merchants do not give a committee of their clerks an equal voice with themselves in passing upon the question of employing, discharging and compensating clerks. Men who conduct newspapers do not pursue any such course in regard to their writers. In no branch of business is such a course pursued, and if it were, the business would soon become badly demoralized.

That the existing tests are reasonable and necessary for the good of the service is proved by their almost universal adoption and by the enactment of statutes on the subject in the interest of public safety. Knowing that, the engine-men can hardly have been in earnest when they made this demand. And they can hardly expect the sympathy of the public when they depart from the path of sincerity and make demands that they know to be unreasonable. —*Editorial—Chicago Times, March 2, 1888.*

FROM THE PUBLIC'S POINT OF VIEW.

Locomotive engineers are, as a class, sober, industrious, thrifty, and, as compared with other railway employes, well paid. Hitherto they have demonstrated through their organization that they are level-headed, reasonable and sensible. Their course has been so conservative as to have [illegible] the good will of radical labor organizations. Failing to [illegible] to [illegible] system of payment that would place all engineers, the youngest and the oldest in point of service, upon a level and would increase the pay of all, the locomotive engineers of the Burlington have [illegible] their engines, leaving six thousand miles of transportation almost wholly paralyzed. Their right to do this can no more be questioned than the right of the railroad company to manage its own business subject to its charter and the laws of the various States in which it operates. But if the engineers [illegible] on public sympathy in their quarrel, they [illegible] without [illegible]. The men were not oppressed. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] they have been paid well for their work. Conductors of trains have received less. Brakemen, switchmen, telegraph operators, ordinary freight agents, the whole army of freight clerks [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] which in this quarrel between employer and employes is getting the hard end of the stick.

The suspension even for a day of so vast a railway system as the Burlington causes considerable loss and inconvenience to large numbers of people. [illegible] [illegible] its depressing effect is felt all over the country. It is especially burdensome to Chicago [illegible] whose many far-reaching arms is thereby paralyzed. This blockade of an important railway cannot be regarded with patience [illegible] [illegible] [illegible] [illegible] [illegible] public will not stop to inquire [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the way. Sympathy is out of the question. With the public the matter is regarded from the business point of view.

The sooner the railroad company resumes operations the better for all concerned. If it resumes with the old engineers so much the better for them [illegible]

ISSUED BY THE PASSENGER DEPARTMENT,

CHICAGO, BURLINGTON & QUINCY R. R.

THE C., B. & Q. STRIKE.

CHICAGO, MARCH 5, 1888.

THE VITAL ISSUE OF THE STRIKE.

Already the public is well convinced that at least nine-tenths of the demands formally made in writing on the Burlington Road by the striking engineers and firemen are unreasonable. The representatives of the strikers themselves practically admit as much by conceding that out of the twenty-odd demands they really had at heart and intended to insist on only two or three. As Mr. Arthur now states the issue, the only vital demands are those looking to the abolition of classification among engineers and firemen, and the adoption of an equal mileage system of pay. About the only argument in support of these contentions is the fact that a number of other first-class lines have yielded to the demands made upon them, and graded up and equalized the pay of all enginemen, and that, accordingly, it must be unreasonable for the Burlington Road to refuse to take like action. Plainly, however, the question depends on the situation and circumstances of each road. A trunk line with a limited branch line service, and hence employing only high grade enginemen, might find it advantageous to abolish classification and adopt the equal mileage system of pay, while such a rule might be unfair and even destructive of discipline on a line that had many branches, a widely varying train service, and a consequent demand for employes of different degrees of experience and skill. The Burlington is preëminently such a road. It has extended its branch lines or feeders in every direction until they form a net-work between Chicago and Denver. To pay enginemen at the same rate per mile on all small and unremunerative branches as on the main lines is obviously [illegible] with this road, while another like the Alton might adopt the equal mileage plan without difficulty.

If railroads are to maintain on branch lines the same rates of pay as on main lines the construction of "plugs" or "feeders" must be stopped. Already there is general complaint of the high rates on these lines, and the demand of farmers, settlers and miners in the thinly populated portions of the West is that the "feeders" shall be operated with as little expense as is consistent with safety and reasonable dispatch. Referring to branch line business on Western roads the Pacific Railroad Commission said in its recent report: "The haul is short on the branches, the terminal expenses heavy, and the business small as compared with the main line." If to all these disadvantages is to be added a scale of pay to employes as great per mile run on the branches as on the main lines, the small business of the feeders must be squeezed for higher rates. The public interest opposes such a rule on roads like the Burlington. On branch roads where trains are few, speed slow, and less care and vigilance needed than on main lines, the pay should be in proportion as a matter of justice to the public as well as the employes. A cheaper service will answer all requirements on branch lines, and trainmen who seek "soft jobs" should be content with less pay.

A road with an extended and varied system of main lines and branches ought to classify its service strictly according to the merit system, and give the highest rate of pay where the work calls for the greatest skill and care. In striving to maintain such a system as adapted to its varied branch and trunk line service, the Burlington Road has the right on its side and will receive the support of the public. Any railroad rule or regulation that recognizes or rewards in any degree individual skill and fidelity in enginemen, and pays them according to their work and merit, affords so much greater security for life and property, and will command public approval. It matters not whether a particular rule has been wisely or unwisely abolished on certain lines, it should be retained wherever it accords with the merit system and is calculated to promote discipline by encouraging employes not to seek "soft jobs," but to secure higher pay by qualifying themselves for the most responsible work.

Strangely enough, while it is argued that the Burlington Road should abandon classification of engineers because other railroads have done so, it is hinted that the present strike may be extended to lines that have acceded to every demand of the engineers and are not pretended to be responsible for any "grievance." The officers of the brotherhood should wait for sober second thought before they take any such step as this. A railroad strike is bad enough even where a grievance is alleged, but intolerable where none is claimed and where the public is made the chief sufferer. The public cannot be expected to endure a blockade of all the Western railroad highways and an embargo on commerce simply because of a controversy which the brotherhood has with the magnates of one line and because of a grievance not alleged to exist on the roads where traffic is to be stopped. Such a course will instantly consolidate public sentiment against the strikers. If the policy hinted at is adopted, the only vital question of the strike then to be settled will be the extent to which the necessities of the public can be used to compel the settlement of a private quarrel, and whether the people can be squeezed to make the Burlington Road succumb to its striking employes.—*Editorial—Chicago Tribune, March 4, 1888.*

THE situation of the C., B. & Q. Railroad may be stated in a few words. The railway management is endeavoring to operate the road without the assistance of the strikers and has succeeded fairly well. There is an element of uncertainty in the situation, because of a doubt as to what influences will ultimately control the men who have taken the places of the strikers. But so far as the strike in its limitations to the C., B. & Q. Road is concerned, it is practically a failure in that it has not secured desired concessions from the management, and in that it is taking the parties to the controversy further apart each day.

On the other hand, the locomotive engineers are contemplating more aggressive coercive measures. Much of the talk about calling the brotherhood engineers from all the roads in Chicago is probably for effect, as most of these roads, having made concessions to the brotherhood, have pledges from Mr. Arthur that can not be lightly broken. The talk about boycotting roads because they carry freight that would, under ordinary circumstances, have been carried by the C., B. & Q. is, to say the least, unbusinesslike. Extreme measures on the one hand will beget extreme measures on the other, and in the end both parties will be losers. The Brotherhood of Locomotive Engineers is undoubtedly being put to a severe test, not only in its contest for what it deems its rights, but by the maneuvers of other organizations seeking alliances.

There is call for good generalship on the part of Chief Arthur. It does not require any great ability or courage to order a strike, but it does require great ability to extricate strikers from a situation made difficult by embarrassing complications. It is idle to deny that the complications are embarrassing, and one mistake may add greatly to the embarrassment of the strikers. They are men who have earned something more than the respect of the people, and it is to be hoped no mistake will be made.—*Editorial—The Chicago Sunday Inter Ocean, March 4, 1888.*

IF IT TAKES ALL SUMMER.

The engineer is a general public favorite. His post is a place of danger, and at one time or another of the [illegible] [illegible] he has the life of everybody in his keeping. He almost always proves himself worthy of his great trust, in accidents he is often performs heroic acts that give his name a place among heroic names.

But, highly as the public regards him, it will not overlook his faults or sympathize with him when he is in error. When he rashly deserts his post and wantonly puts the public to unnecessary inconvenience he needs to expect that the full force of public opinion will be arrayed against him, for it certainly will be. There is no sentiment in business. What a man has been is soon forgotten if what he is fails to justify a former high opinion of him.

The Burlington engineers ought not, therefore, to be surprised that public feeling is overwhelming against them. They struck without a cause that is worthy of public consideration and every hour that they remain out adds loss of public regard to their loss of time and income. Men as competent, as faithful, and as brave as themselves are coming forward to take the places they have abandoned. One hundred and sixty of these were put at work Thursday, 144 on Friday, and 120 yesterday. These men have stepped into their places at an added risk, they come to relieve a public inconvenience, they have the same right as themselves to work, and the public is with them. It will remain with them if need be and insist that the company shall retain them in its employ after this difficulty is ended.

If we are not mistaken the public has taken strong ground in this matter. The pretended cause of this strike is trivial, and is so regarded. A great question is involved and it has got to be settled sooner or later. This is as good a time to finally dispose of it as any. Either the owners or the employes, not only of railroads but of all kinds of business, must be the managers. They can't both manage successfully. To temporize or compromise is only to postpone the difficulty to another day. Let's have it out now and be done with it.—*Editorial — Chicago Times, March 4, 1888.*

THE BURLINGTON.

The Burlington road recovers slowly but, so far as now appears surely, from the paralysis inflicted by the strike of the locomotive engineers. Their places are being supplied, and no molestation is offered to their new men filling the foot boards and moving the trains. The Burlington is conducting its own business in its own way. It is meeting and surmounting the difficulties in its path. The situation commends to the striking brotherhood the advisability of looking it manfully in the face for their own protection and in their own interest. They may return in large numbers if they do not come too late.—*The Chicago Sunday Herald, March 4, 1888.*

RESPONSIBILITY FOR THE STRIKE.

Last Saturday Chief Arthur, through the Chicago newspapers, laid before the public what might be considered an official statement of the position of the striking enginemen on the Burlington road. In this he said: "Up to the present time the main issue in the existing controversy has been ignorantly or purposely ignored in the discussion through the editorial columns of the Chicago papers." He elsewhere suggested that misrepresentation of the cause of the strikers might be traced to the surrender of the editorial columns of the Chicago papers to the attorneys of the railway company.

Chief Arthur's statement would have carried more weight if unaccompanied by such insinuations. Every day the editorial opinions of the newspapers have gone before the public in connection with faithful reports of the situation, with which Chief Arthur has found no cause for complaint. If the opinions were unjust, illogical, or distorted the circumstances of the strike, the reports were there to confute them. And here it may be remarked that a few lines of undisputed facts carry more weight than whole columns of opinions which attempt to ignore or misrepresent such facts.

But, this gratuitous thing aside, what are the facts? Chief Arthur says: "The main issue is the question of wages." How does this agree with the company's letter of Feb. 22, which concluded: "We would say that while we cannot see our way to accepting your committee's proposals, we expect to pay as much as our neighbors for similar service, and we are ready at any time to take up the question of wages and adjust any inequalities in our schedule that may be shown to exist"?

No, Chief Arthur, the strike was not ordered on the refusal of the company to consider a readjustment of wages, but upon its refusal to alter its system of paying them and controlling its road.

If the [illegible] had been one of wages and had been presented to the public as such, the popular sentiment would have been with the enginemen in the struggle, for the Burlington company is far from being considered a liberal or considerate corporation. If the men had shown that they were receiving $2.55, $3.10, and $3.65 a day, according to grade, so that the average for the same work was less than that paid by other roads for similar service, the demand should have been that the wages should be increased so that the average upon the whole number of men employed would have been equal to the average or uniform rate paid for similar service on other roads. Put in this way, the demand would have been possible of arbitration, and, if the rates were judiciously fixed, they would have made it an object for the company to retain a large number of experienced men at a slight advance on the average, the difference being made up by what it saved on the one and two year grades. If the first and second year men are getting too low wages, with reference to their competence and the work they do, that is a subject for discussion and fair adjustment. But the strikers were not content to rest their grievances on the matter of the inadequateness of their wages. They demanded a radical change in the system of payment, exemption from examinations, except such as they consented to, and furnished a code of regulations for their own guidance.

The contention that the system of payment adopted by the Burlington company is necessarily unjust and encourages the company to discharge and lay off its most experienced men is not capable of demonstration. It is against reason, for railway companies are loath to part with the services of careful and faithful employes. They are responsible at every turn, and their chief security against loss is in the character and fidelity of their men. General managers may plan and superintendents direct, but railway traffic is everywhere dependent on the intelligence and capacity of the subordinates. Service alone establishes reliability, and the company which is constantly changing its employes is the road which suffers most from accidents and the waste attendant upon breaking in fresh hands.—*Editorial—Chicago Daily News, March 5, 1888.*

WHAT IS THE GRIEVANCE?

Mr. George E. Detwiler, of the Knights of Labor organ, has published a statement regarding the engineers' strike in which he complains of "the evident disposition of the Chicago press to shift the responsibility of the present unrest [illegible] from the shoulders of the railroad company to the shoulders of the employes." "They [the employes] have a legal and moral right to place a value on their labor, and if the company can not or will not pay it, the employes are perfectly justified in refusing to work. No one with the least conception of justice will deny this proposition. There is no pretense that the strikers have used any means except moral suasion to prevent those who desire to work for the Burlington from following their inclination."

True, the men have a right to place a value on their services, and to name conditions upon which they will render service. But the public has a right to its opinion as to the reasonableness of the value the men place upon their labor, and of the conditions upon which they will consent to perform the labor, and public opinion is something for which the men profess much regard. Says Mr. Detwiler: "The striking employes are extremely anxious that in this controversy they may be sustained by the influence of public opinion. They have carefully refrained from doing anything that would justify public censure," etc.

Very well. Public opinion is not confined to the methods employed by the strikers to accomplish their purposes. It goes to the purposes themselves, and will not sustain the strikers unless it appears that those purposes are just and reasonable. The public is very greatly interested in a strike which suspends traffic throughout a great railway system, and public opinion will not approve of a course which thus suspends traffic, unless it can be made to appear that the demands of the men are just and reasonable. What, then, are the demands? If the men are extremely anxious to be sustained by public opinion, they should not leave the public in doubt on that subject.

Mr. Detwiler has something to say about that, and as his statement appears with the unqualified indorsement of Chief Arthur it is entitled to consideration. Mr. Detwiler says: "Up to the present time the main issue in the existing controversy has been either ignorantly or purposely ignored in the discussion through the editorial columns of the Chicago papers. The main issue is the question of wages. Shall the Chicago, Burlington & Quincy Railroad pay the same wages for the same work that is paid by the Chicago & Alton, the Chicago & North Western, the Milwaukee & St. Paul, and 90 per cent in mileage of all the railways in the United States? This is the main question, and, in fact, almost the only question at issue between the parties to the controversy. For instance, the Burlington people pay for pulling a train from Chicago to Streator and return—a distance of 120 miles—for engineers of the third grade, $2.55, second grade, $3.10, first grade, $3.65. The Chicago & Alton and other roads pay for the same service all engineers alike $4.20, or 35 per cent more than the Burlington."

Now, if there is such a difference as this, and if it is the real matter in controversy, why was not the public informed of the fact at the outset? And why does Chief Arthur convey the information now only by indorsing a statement by a person conspicuous in an organization which is almost hostile to his own brotherhood? At first Mr. Arthur himself represented (unless there has been a general conspiracy to misreport him, which is in the last degree improbable) that the main issue was not as stated by Mr. Detwiler but on the demand for *equal* wages for all engineers doing the same kind of work. If, then, the main issue has been ignored, Mr. Arthur has only himself to blame for not making the issue plain.

The public will very properly take that fact into account in forming its settled opinion. It will also take into account the fact that Manager Stone has announced that the company is willing to pay as much as its neighbors do for the services of engineers and firemen. The public will also form its opinion of the statement that the strikers have used no means but moral suasion to prevent those who desire to work for the Burlington from following their inclination. It is not denied that they have prevented men from entering the service of the company by hiring them to do nothing. The morality of that kind of suasion is questionable, to say the least. It may be confidently affirmed that public opinion does not sustain the strikers in inflicting annoyances and losses upon the public for no better reasons than they themselves assigned at the outset.—*Editorial—Chicago Times, March 5, 1888.*

PLACES SHOULD BE KEPT OPEN.

The position of some of the brotherhood engineers who have left the employment of the Burlington Road may well excite the attention of disinterested persons who have no special concern in the cause or the results of the strike. A number of these engineers are men of mature years and sound, conservative judgment. Owing to the nature of their calling they have always been sober, prudent, methodical men. They have, as a rule, been thrifty. They have bought their own homes, and live at different points along the line of the road. They have a stake in the welfare of the communities in which they reside, and it would be simple cruelty to drive them away from the homes which they have chosen and built up. We believe it is the duty of the Burlington Railroad, therefore, to hold the door open for these men to return, up to the last possible moment. We think, also, that it is the duty of the brotherhood within a reasonable time to release them from their obligations to that order, and permit them to seek the positions which they were compelled to surrender under a sort of duress or coercion from the outside. Most of the veteran engineers on the road have no grievances against the company. They are paid all that they would receive under the new schedule if the demands of the brotherhood should be acceded to. In some instances, doubtless these experienced engineers receive more than they would be paid if the Brotherhood should win the strike. Under these circumstances, it would be little short of barbarous for the Brotherhood to insist that these men shall abandon their homes, give up their employment, and go out in the world to look for new places and new homes after they had reached mature years simply because some new and untried firemen and engineers believe that they have just cause of complaint against the company. If any such results should follow from the present strike there would be a universal feeling of indignation against the brotherhood. The barbarism of trades unionism in its most aggravated form would be brought home to the public sympathies in a strong and telling fashion. We sincerely hope that the Burlington company will hold the places open for the best of its [illegible], and that they will be permitted by the brotherhood to take them again without surrendering any of their principles or convictions in regard to the justice of the strike, and without attempting to impose upon the company conditions that it could not, with honor, accept.—*Editorial—Chicago Tribune, March 5, 1888.*

THE strikers on the Chicago, Burlington & Quincy Road and their allies of the brotherhood in New York, St. Paul, and other cities, are giving prominence to a new issue in the controversy. It is charged that other lines of railroad have brought to Chicago freight which, under ordinary circumstances, would have come over the C., B. and Q. lines, and that in carrying this freight these other roads have in effect given such assistance to the C., B. and Q. Road as will justify retaliatory measures on the part of the Brotherhood against those roads. This is the issue presented in resolutions adopted in New York yesterday, and a general strike is threatened if the practice is continued.

Before any further steps are taken this issue should be more clearly stated. If it is meant that no freight which, under ordinary circumstances, would be shipped over the Chicago, Burlington & Quincy, must be shipped over competing lines or over any line which the shipper may elect to use, the position is absurd. If it is meant that freight carried to a certain point by the Chicago, Burlington & Quincy before the strike shall not be taken forward by any other road doing business at that place, then the strike is against the innocent shippers, taking in farmers and all classes of business men, and not against the offending railroad management. No set of men can afford to go before the country on such a statement of the issue as that given in the New York resolutions. The public should have more information on this point.—*Editorial—Chicago Inter Ocean, March 5, 1888.*

ISSUED BY THE PASSENGER DEPARTMENT,

CHICAGO, BURLINGTON & QUINCY R. R.

THE C., B. & Q. STRIKE.

CHICAGO, MARCH 7, 1888.

WHY Congress should seek to investigate the "Q" strike is not plain. It is not a disturbance requiring governmental interference. If any congressman wants to know anything about it he can keep posted by reading the daily papers. They give the complete details from day to day.—*Editorial note—Chicago Mail, March* 6, 1888.

AN IMPRACTICABLE PLAN.

The strike of the Brotherhood of Locomotive Engineers is not a small thing, but that Congress can in any way compose the differences between the locomotive men and the officers of the road does not appear on the surface of things. The engineers can so disorganize society as to spread the contagion of idleness, and in the turmoil that might follow the officers and the engineers would assuredly work together for a resumption of order. In 1877 it was so. The engineers ceased work, the masses of workingmen throughout the Northern cities and Baltimore became restive; the Internationals and the burglars began setting fire to railroad property, there was no law at Pittsburg during a certain memorable Sunday in July, and then it was found that Chief Arthur, who had denounced Thomas A. Scott as the chief of all villains and devils, was forced to cry for order as earnestly as Scott himself, for the unsettlement of society was so widespread that Arthur could see Scott was not doing it, and Scott could see Arthur was not doing it.

The brotherhoods now stand again at a critical point. To stop the wheels of the locomotives means to let loose all those passions which later on would rage as in 1877, perhaps ceasing with a few conflagrations and sackings, or going on to a reign of terror and survival of the fittest. It is for the officers of the road and the brotherhoods to cogitate on these things—not for a body of visiting statesmen to do it. Congress might not be in session—as in 1877. What then? Is the tragedy of Pittsburg to be played twice in a lifetime, simply because the Speaker cannot send a committee here to drink champagne with all the good fellows who hate each other so that no work can be done?

It is in order for Congress to appoint a committee of observation to report upon the strike, as upon the Reading strike, but a Congressional committee of arbitrators, such as Mr. White, of Indiana has formally suggested, would be impracticable on the face of the proposition. Arbitrators are chosen by the contesting parties, the controlling voice coming from a member of the board who is elected by the very elect. How a committee of Congress could fulfill these absolute requirements does not and cannot appear.

If Congress could arbitrate, it would be out of the question to attempt the task. Congress must lay down not take up, work. The whole mess of private legislation and Aldermanic duty for Washington City must cease, or Congress will not retain the respect of the electors. How injudicious then to attempt specifically the duty of pacifying each warring industrial interest!

The Chicago, Burlington & Quincy and the brotherhoods have enough American patriots among them to create a desire that there shall be no superheating of the popular imagination, as in the last strike of the brotherhood, in 1877. A match may have started the Chicago fire. A few men at Camden, Md., began the affair eleven years ago that stands to-day as the most peculiar episode in the history of the United States. Whoever shall, for self interest, invite its repetition, be he employer or fireman, will not escape public malediction so easily as in those days when organized strikes were supposed to affect and interest only the combatants. The public wants this strike to stop. It wants the good engineers to go back to work. The State of Illinois has power to put them back, and the State is the party directly involved—more than stockholders and citizen engineers. Congress must act in a general way, or not at all.—*Editorial—Chicago Herald, March* 7, 1888.

WHILE THE JUDGMENT SLEEPS.

We do not suppose that Chief Arthur has forgotten the judicious words uttered by him in his address in Music Hall, this city, only five months ago, on the occasion of the twenty-fourth National anniversary of the Brotherhood of Locomotive Engineers, but it can not be deemed out of place to remind him of sentiments which he then expressed. To some, he said, their coming in convention might be only a grand meeting of another army of fanatic laborers, but to most people he believed their organization was known to be made up of honest men having honest intentions, which they sought to execute in a straightforward, honest manner; a strong army numbering 25,000 men. After speaking of the four things requisite to be a brotherhood man—sobriety, truth, justice, and morality—he went on to speak of the relations of the brotherhood to the railroads. The following are his words, which we earnestly commend to Chief Arthur and his associates as being fully as just and wise now as when uttered by him the 19th of October last:

> Taking all things into consideration, the relations both to ourselves and with various railroads employing brotherhood men, are amicable. When we consider the dissatisfaction which is everywhere manifest about us, almost can we feel it in the air which surrounds us, our few troubles pale into insignificance. The spirit of discontent walks unchecked from ocean to ocean across our land, constantly whispering greedily in the ear of man "more, more." And so the cry is taken up and repeated until it becomes a deafening roar.
>
> It is a short stride from the word to the deed, and every day in our papers we may read the result of this discontent. Labor of all kinds, from the most menial to the most skilled, with that cry still ringing in their ears, while their judgment sleeps, has risen up and refused to work, preferring no pay to little pay. And with what result? Defeat, disaster, and despair. There have been times and incidents when the "strike" was the only court of appeals for the workingman, and the evil lay in the abuse of the men and not in the abuse of them. The methods used to bring about a successful termination of strikes, the abuse of property and even of persons, have brought the very name into disrepute, while the troubles of the laboring men [illegible] becoming men [illegible], and sympathy for them is dying out.
>
> More and more clearly defined is the line becoming which divides the honest man satisfied with a just remuneration which he has truly earned until by his own effort he can rise to a higher position in life, and the [illegible] who [illegible] scarcely able to speak the English language, seeks to win his own comfortable living from those who have worked for it, presuming upon their ignorance and arousing false hopes in the hearts of those who are still more ignorant than himself. Among sensible men the day for all this is past. Let "mercy season justice," and justice be tempered with moderation. A wise arbitration looks to a long result rather than to immediate satisfaction, and accomplishes more than intimidation ever can hope to do. Our first father earned his bread by the sweat of his brow, and from that ancient time to this enlightened age there has been discovered no honest way other [illegible].—*Editorial—Chicago Inter Ocean, March* 7, 1888.

SAVING LIFE TO LOSE IT.

It is natural enough that the managers of roads not yet involved in the strike war should wish to keep out of it. But it is a serious question whether they can accomplish that desirable end by helping the striking brotherhood to defeat the Chicago, Burlington and Quincy. The fight is *now* between the brotherhood and that road; between whom will it be, as likely as not, after the brotherhood has won this fight? The strike generals are trying to boycott Chicago, Burlington and Quincy freight. They intimate that if the Belt line or other roads handle that freight they, too, will be tied up.

Do the managers of these other roads propose to submit to this dictation? Do they propose to go to the strike commanders and ask their permission to handle Chicago, Burlington and Quincy freight? And do they propose to reject that freight unless they obtain permission to handle it—to move Chicago, Burlington and Quincy cars? In other words, do they propose to form an alliance, defensive and offensive, with the strike commanders for the purpose of saving themselves and forcing the Chicago, Burlington and Quincy to come to the strikers' terms? If so, what do they suppose may happen after the strikers have won? Do they not see that they themselves may some day be exposed to the assaults of a similar alliance?

In the good book it is written, Who so saveth his life shall lose it. The railroad managers who are now saving their lives by means that are indicative neither of great courage nor great sagacity may lose them at no very remote day.—*Editorial—Chicago Times, March* 7, 1888.

WHY NOT DISCUSS WAGES ALONE?

Nothing could more forcibly reinforce the view taken by the *Daily News* of the lack of excuse for the Burlington strike than the comparison made by Chief Arthur of rates paid by the Burlington Company and the Chicago & Northwestern. In considering this comparison it should be borne in mind that the system of payment by classification is common to both roads. The only difference is in the amount paid under the classification. This difference, according to the figures submitted by Chief Arthur, runs from 10 to 40 per cent.

It is just in reference to this inequality of pay for practically the same services that the enginemen of the Burlington system might have made their demand and forced the company to render them justice or endure the odium of its refusal. But they surrendered the advantage they would undoubtedly have had on an issue over wages on the classification plan by insisting upon a uniform rate and certain regulations which the company could not yield.

Even at this time it is not too late for Chief Arthur to rectify the blunder in the choice of an issue by making an alternate proposition to the company of a classified rate of wages equivalent for similar services to that in force upon the Northwestern. Whether the company accepted the offer or not it would put the controversy on an entirely different footing, and, we need scarcely say, on a decidedly better footing for the strikers. Such a proposition would at least open the way to negotiations, arbitration, and a settlement.

It is scarcely necessary to remind Chief Arthur that the success of his leadership for the Brotherhood of Locomotive Engineers has been in averting, not in encouraging, strikes. From the first it was acknowledged by him that the demands of the strikers were not such as he would have formulated. They involved matters upon which the company could not be expected to yield. The company has more than hinted its readiness to readjust its wages. What prevents Chief Arthur from meeting it on that question, stripped of all others which concern principles affecting the right to manage its property in its own way?

Every day's delay in effecting some sort of a compromise must render any settlement more difficult and less likely to restore the enginemen to the places they held before they went out. These places are being filled temporarily with unexpected rapidity. After a few weeks the temporary engagement of their successors will become permanent, and then, although the strike may be made to cost the company dear, it must net to the strikers great loss and to many irreparable privation.

The brotherhood is strong and wealthy. It can, if it will, maintain the strikers for an almost indefinite period. But the drain of supporting nearly two thousand men in idleness for any length of time must prove exhausting. The possibility of extending the strike to other roads involves a responsibility from which Chief Arthur has probably realized the brotherhood recoils. Even confined to the Burlington road and its connections the loss entailed upon the business interests of the country is very great. If extended it would be incalculable.

Why should not Chief Arthur and the Burlington officials come together and average up the classified scale of wages to satisfactory figures? Public interest demands that they make an effort to adjust their differences, which threaten losses beyond their capacity to retrieve.—*Editorial—Chicago Daily News, March* 7, 1888.

ISSUED BY THE PASSENGER DEPARTMENT,

CHICAGO, BURLINGTON & QUINCY R. R.

THE C. B. & Q. STRIKE.

CHICAGO MARCH 9 1888

THE RAILROAD ISSUE

UNWISE AND UNLAWFUL.

POSITION OF THE WABASH RECEIVER.

A GRAVE ISSUE IN SIGHT

STRIKES

Mr. Wilson Replies to Mr. Powderly

THE STRIKE OF THE BROTHERHOOD

Mch 10, 1888.

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CHICAGO, ILL.

THE C. B. & Q. BOYCOTT

CHICAGO, ILL., MARCH 10 1888

A GREATER POWER INVOKED.

Our Uncle Samuel is to have something to say regarding the present strike of the railroad engineers. Uncle Sam, as is pretty generally known, is an old gentleman who will stand no nonsense; when he gives an ultimatum he expects it to be observed, and he is sometimes severe in his methods. It may be remarked in this connection that he always, to use a slangy expression, "gets there." It may be added, too, that harsh as he may seem at times he always tries to be just, and it is best to accept his decisions without question. It is a good thing, therefore, that our Uncle Samuel has been appealed to.

If the decision of the federal court be that other railroads must handle freight from the Burlington, the issue will then hinge upon the degree of efforts to be made in so doing. It may be that some companies will not discharge engineers who refuse to obey orders, but it would seem that the Burlington may have a satisfying revenge in offering such companies train load after train load of freight and making them responsible for the great loss involved in its delay. As a broad rule that party with the law on its side generally wins. This is [illegible]. The strength of the law is the strength of the country.

Under the circumstances, the decision soon to be made will be awaited with much interest. The matter at issue is one liable to arise at any time, and one the legal phase of which should be settled finally. Upon the great railroad systems of the United States are liable to occur some of the most important conflicts of the [illegible] between capital and labor. The relative responsibilities of different companies [illegible] should be clearly defined and [illegible].—*Editorial, Chicago Mail, March [illegible]*

A WORD TO THE WISE.

The wise in this case are the old Burlington engineers, who must be able to see that it is unwise to persist in striking against their own interests—in striking to level up inexperienced men at their own expense.

The Burlington company has now about 60 per cent of a full force of engineers, and at this season of the year there is practically a reduction of about 20 per cent in the force of the busy season. The company cannot discharge the new men who have entered their service in an emergency. It has contracts with them which it must fulfill and which it would be dishonorable to cancel even if it were lawful. Therefore it cannot re-employ all the men who have left its service. It has nothing for them to do. But it still has places for perhaps 25 per cent of their number. How long it will be in that position is uncertain. It is only certain that the time is approaching when it will have no more places at its disposal.

The Burlington management does not take the high ground that was taken by the Reading management. The latter declared emphatically that it had no places for those who abandoned the service of the road. Its position in that regard was inflexible. Not so with the Burlington management. Although influence was brought to bear to induce it to take and maintain the same ground that the Reading did, it declined to do so. It did not deem it wise to refuse peremptorily and finally to entertain the applications of old employees who had, in its opinion, left the service of the company and subjected it to inconvenience and loss without sufficient cause. Very many of the men had grown up, so to speak, in the service of the company. They understood its business in their sphere of duty, and their individual qualifications were known. They had secured homes along the lines of the system. For these reasons their services were more valuable than those of new men, although the latter, regarded simply as trained engine men, might be equally competent.

The management recognized these facts and declined to take the ground that none of their old men should be re-employed. Nor was it unmindful that if it should take that position the men would have to dispose of their present homes, often at a sacrifice, break up old and agreeable associations, and seek employment at a distance. And so the door was left open, and it is still open, for the return of as many as the company can employ consistently with its obligations to its new employes. This, of course, is not a matter of benevolence. It is a matter of sound business principle. The company wants the best service and has no disposition to sacrifice the good of the service for the purpose of punishing anybody. Accordingly it gives the preference to the best men, or the men best qualified for its service. It can not re-employ all, because it has no places for them, but will re-employ as many as it has places for.

Now it would seem to be the part of wisdom for the old men of the road to avoid the necessity of breaking up their homes and their old associations while the opportunity is still open to them. It would seem to be the part of wisdom not to make any more sacrifices for the supposed benefit of less experienced men, especially in view of the rather obvious fact that their self-denial will be of no avail even to its intended beneficiaries.—*Editorial, Chicago Times, March 10, 1888.*

The collapse of the Burlington strike at an early day is foreshadowed by yesterday's developments. First came the news from Omaha that Judge Dundy in the United States court had issued an order enjoining the Union Pacific railroad company and its engineers from refusing to perform their duties under the Inter State Commerce law and enjoining the engineers of the Union Pacific from organizing or combining to direct any strike. This decree, while issued as yet in the form of a temporary order, will doubtless be made permanent upon a full hearing next Monday, and a similar result of the proceedings before Judge Gresham may be looked for. The meaning of it is that the railroads must obey the law and receive and deliver all freight coming to their tracks from connecting lines. Another significant indication of the death of the strike is found in the action of the engineers on the Fort Wayne and Panhandle roads. After twenty four hours of deliberation they have announced their readiness to haul cars containing freight destined to or originating from all points on the Burlington system. If such is the decision on the Fort Wayne and Panhandle the same rule must apply on all other roads, and the boycott of the Burlington comes to an end.—*Editorial Chicago Times, March 10, 1888.*

HEWITT ON THE STRIKE.

Denouncing the Autocratic Exercises of Power by the Labor Leaders

In the speech before the Williams Alumni at the Brunswick to-night Mayor Hewitt said: "What is all the tyranny of the past compared with the claim which is deliberately made in this country now that it shall be in the power of one man—call him Powderly or call him Arthur or call him what you will—to paralyze the entire industry of the United States? Was there ever in the history of man a despot who laid claim to any such power as that? Where at any time in the history of the race has it happened that a conclave of ten or twelve delegates should be sitting in a room, as they are to-night to determine whether the bread and the fuel and the necessities of life should be withheld from those who are ready to work and are working for the support of themselves and their families? [Cheers.] Who is to stand up in this crisis and preach the truth? If the men who have been trained in college in the mathematics, in the humanities are cowards, and because they want votes are afraid to get up and preach the truth, then God save the republic, for men cannot do it. [Loud applause.] Hence I want the graduates of the colleges of the country to understand that they have a high mission—a greater one than Peter the Hermit thought he had when he led the hosts of Crusaders to rescue the holy sepulcher. Ah, that is a sacred spot, but there is something more sacred than that. It is the right of men to govern themselves, to be their own masters and not to be the slaves of irresponsible power sitting in secret and usurping the function of government."—*New York Telegram in the Chicago Herald, March 8, 1888.*

AN EX-MANAGER'S OPINION

A reporter for the *Inter Ocean* had a long talk yesterday afternoon with a gentleman who has been engaged in railroading all his life, has been general manager of one of the great railroads of the country, and is now retired from all business connections. He said: "The system of classification of labor adopted by the Burlington is a good one, and is bound to be productive of good results. As to the wages they paid, or the merits of the present strike, I know nothing, because I have paid no attention to it. But the system of classification I am familiar with and it is good. The way it works is this: The engineer who has just got his switch engine, just commenced his work, is ambitious to succeed. He works carefully, does his work well, is sober, industrious, and reliable, in order that he may rise higher. He is promoted, and given a road engine on a branch line where the responsibilities are not great, but where he has an opportunity to accustom himself to running of an engine on the road. Here his work is lighter than some others and his pay consequently less. He is still ambitious to better himself, and faithful there he is promoted on up the scale until in time he is given the engine of a midnight express, where he has to make time to a second, keep his engine in order, run at a high rate of speed and take the responsibility of many lives into his hands. For this he receives the highest rate of pay. On the other hand, abolish the classification, place the engineer who runs a hundred miles on the branch road, at the rate of twenty or twenty five miles an hour, on a level with the engineer on the main line, who pulls the express train at the rate of forty five or fifty miles an hour, and what incentive is there for the inferior engineer to advance? Wouldn't he rather remain in the easier and inferior position and draw the same pay than rise to the higher position, with its more arduous labors? I think the classification system is the only one which is just to the men and the company, and if the Brotherhood is trying to abolish that they are certainly making a mistake."—*Inter Ocean, March 10, 1888.*

It must be obvious to the meanest understanding that if there be among us any man or small knot of men who possess the power, or claim that they possess it, to suspend traffic suddenly on great lines of railroad, for any reason which seems good to them, the law should provide for their prompt arrest and imprisonment, or their expulsion from the country. A boss of this description has no more business in a free State than a pretender to the crown or the head of a large band of robbers. Our Government is based on the assumption that no such persons will be permitted to show themselves among us, and in fact that all assumptions of arbitrary power for purposes of public annoyance or damage will be treated as criminal offences. It would be rather ludicrous to prohibit orders of nobility and then allow any obscure fellow who got to the head of a trades union to menace the community with penalties which the worst robber baron in the Middle Ages never had power to inflict. When any man gets up and threatens merchants and traders, or anybody, that he will stop their business in order to help him to settle his disputes with somebody else, he ought to be promptly captured and punished—either for lying for purposes of intimidation, or for assuming power dangerous to property and order.—*Editorial New York Evening Post, March 7, 1888.*

In the case of enginemen positively refusing to handle freight from a connecting line there could be no claim that their act was not wilful. And so far as liability for any unreasonable refusal to exchange traffic is concerned the Inter-State act puts every employe in the same situation as the corporation itself. If the refusal is wilfully made a brakeman, fireman, or engineer is subject to the same penalty provided for like unlawful conduct on the part of the corporation. There is this advantage, however, with the employes: they can escape the performance of the duty by giving up their situations and leaving the service of the company, while the corporation, if wilfully refusing, can be compelled to proceed with the exchange of traffic as the law requires. Outside of the Inter State act there is abundant legal provision requiring railroads to interchange freight, but whether this obligation is modified by the existence of a strike has not been satisfactorily determined.—*Extract from Editorial Chicago Tribune, March 10, 1888.*

The Brotherhood of Locomotive Engineers have had the good will of the public, and at all times had generous treatment from the press of the land. But there is no mistaking the fact that if they persist in deranging all the business of the country and bringing disaster to commerce at the opening of the year's business they will be held to a strict accountability.—*Editorial Note Chicago Inter Ocean, March 10, 1888.*

The officials of the Brotherhood of Locomotive Engineers have it in their power to inflict, for a few days, considerable injury on the country. They could so extend the strike that it would include several other railroads besides the Chicago, Burlington & Quincy. This for a time would interrupt transportation, disturb trade and check business enterprise. The particular class who would ultimately be most injured by this course, however, would be the engineers themselves. No organization, whether industrial or social, can afford to arouse the resentment of the people. This would be an exceedingly good time for Chief Arthur and his subordinate officials to exercise a little moderation.—*Editorial Note St. Louis Globe Democrat, March 8, 1888.*

Sober men will do well to consider one phase of the Chicago, Burlington & Quincy strike. The leader of the engineers, P. M. Arthur, [illegible] to "strike" the engineers on any railroad in the Northwest unless his demand for wages is complied with by the C., B. & Q. We question very much whether such action would not be indictable. Why is it not just as much conspiracy for engineers to band together and agree not to allow trains to be moved as it is for railroads to "blacklist" a man and all refuse to employ him? That has been declared a conspiracy. Mr. P. M. Arthur exercises a dangerous power when he proposes to stop freight and passenger traffic in whole States, and yet that is just what he threatens. We have been attacking "pools" and combinations by capitalists. Even the workingmen, however, seem to understand how to establish "pools" in labor as well as capitalists in commodities.—*Editorial Note, Boston Daily Advertiser, March 7, 1888.*

THE PUBLIC AND THE LOCOMOTIVE ENGINEERS.

The public has been for some years—in fact, for nearly as long as people in our time remember any news of the day which does not concern them personally—accustomed to hearing Mr. P. M. Arthur and the Brotherhood of Locomotive Engineers spoken of as a very conservative, prudent, and public spirited body, forming a marked contrast in their management of their affairs to the other trades unions. This view of them, too, has been fully justified by their course during the past ten years, and no journal has been more careful to take it than The Evening Post. We have refrained from any allusion to the hot headed and demagogic beginnings of Arthur's career as a labor agitator. But now that he seems disposed to repeat his old follies, and convert every trade dispute into an attack on the whole community, and to try to paralyze the business of a whole nation, in order that a few hundred men may force a corporation to employ them at rates fixed by themselves, it seems time to recall his earlier performances as a labor manager.

He succeeded in 1873, as head of the Brotherhood, a very conservative man named Wilson, who refused to countenance a strike on the leased lines of the Pennsylvania Company in that year. When he took office, he was full of fight, and began a policy of steady striking on the New England roads. His strikes, being novelties both to the public and the roads, were mostly successful. The roads succumbed because the public opinion was in that early rudimentary stage in which everything that "Labor" did or said seemed right. His plan of operations at that time was to decide on a strike secretly and give secret instructions to the engineers as to the hour at which the strike was to take place. Two hours notice, and only two hours notice, was then given to the company, and when the time came every engineer stopped his train wherever it happened to be, and stood by the engine for two hours more to give the company an opportunity to give way. If by that time it had made no concession, he took himself off, though we believe it was not uncommon for him to detach the locomotive and convey himself to the nearest station, leaving the train standing in the middle of the track, no matter how many passengers it contained, or what was the season or the weather. One of Arthur's strikes, and the most atrocious of all, was carried out in this manner on the Grand Trunk Line, in December, in the midst of Canadian snow and ice, and trains containing women and children were abandoned on the track far from towns or houses, and men who were sent to work the engines were actually mobbed and driven off by the ruffians of the Brotherhood, acting under his directions.

At last, however, the companies were roused into resistance by Arthur's growing audacity. He had carried through five strikes in six months, and had boasted at a meeting of his followers in Faneuil Hall that he had only to "raise his hand to stop every railroad running out of Boston." This impudence was more than the community could stand, so when he made an onslaught on the Boston and Maine Road early in 1877, he was collared and subdued. His formal demands in this case were small—ten cents a day increased pay to sixty-seven men, but the real question involved was whether an irresponsible agitator should be allowed to take the management of the road out of the hands of the owners, and in defiance of the community. The corporation resisted him. They secured men enough to run a few trains during the first two critical days. To one of these $1,500 in cash was offered if he would leave his engine, another was assaulted and badly beaten, and all of them were coaxed, or jeered at, or threatened and insulted from one end of the line to the other. But the company triumphed. In a few days it had the line in working order, and the public feeling ran so strongly in its favor that Arthur did not dare to carry out his threat of a general strike on the Boston roads. Had he done so, it would have been immediately met by the introduction into the Legislature of a law forbidding any corporation under heavy penalties, to intrust a locomotive to a member of the Brotherhood. Such a measure, based on the principle that these men paid their highest allegiance to another power than the law of the State, and could not be relied on not to abandon trains full of passengers in dangerous positions, was, we understood at the time, drafted and ready for immediate submission. But it was not necessary. Arthur paused in his mad career, and was so sobered by the exhaustion of the funds of the Brotherhood in supporting the men whom he had induced to strike, that he turned over a new leaf, became the enemy of strikes, and a most useful and influential apostle of conciliation and moderation, and such he has remained until now.

We have no criticism to offer here on his quarrel with the Chicago Burlington and Quincy Road. He may be right in his contention that the engineers ought not to be paid according to their experience and skill and the responsibilities put on them, although, if he be, it must be because drivers of locomotives differ in mental and moral constitution from the rest of mankind. But his engineers have left the employment of this corporation voluntarily, and for reasons that seemed good to them. What they are now contending for is the right to be employed at a rate of wages fixed by themselves by men who do not wish to employ them on any terms. This is, in the eyes of the rational portion of the American people a ridiculous claim, but, whether ridiculous or not, they will not permit a business dispute between one small knot of laborers and one railroad, or factory or mine, to be made the pretext for suspending the trade and transportation of the entire nation, and threatening large cities with scarcity of food and provisions. The man who supposes that this will be submitted to is more foolish than we believe it is likely for any one who has had Arthur's experience ever to become. There fore we trust he will cease his vaporing and either settle his quarrel with the C., B. & Q. or give up trying to settle it, and go into some other line of activity. His threats just now are those of a public enemy, and he must be careful or he will get himself treated as such. The community will not put up with insolence from a person of his dimensions which it would resent by a great war if it came from a foreign statesman. If he has the power he says he has, it ought to be taken away from him; if he has not, and is trying to get it, he ought to be stopped.—*Editorial New York Evening Post, March 6, 1888.*

THE PRECEDING MADNESS

In every classic language, and in most modern tongues, is to be found the phrase, "Those whom God wills to destroy He first makes mad." It has been current in the literature of the world for more than three thousand years, and its real meaning is best gathered from the sentiment of a Greek author quoted by Sophocles, to the effect, "That evil appears to be good to him whose mind God leads to destruction." In other words, the man who is intent on wrong doing, and cannot be restrained from it, is left to a perverted judgment through which he hastens his own downfall. If the Brotherhood of Engineers, now engaged in a contest with a western railroad company, has really proposed to itself the action on which it is said to be bent, the madness is evident, and it needs no prophet to predict the outcome of the folly.

The organization of railroad engineers, on a trade union basis is one of the strongest bodies of this class in the United States, and in [illegible] many respects has been one of the best managed. It has been continually aggressive in its efforts to extend its influence and consolidate its power, but its managers have been shrewd enough "to make haste slowly," and not to waste its strength in a vain attempt to force an advance against a determined and uncompromising resistance. It has not encouraged strikes and has often refused to lend its aid to other bodies who were seeking some supposed advantage by the enforced idleness of their members. But it has kept every inch it has gained in its contest with employers, and has steadily pushed its claims to dictate the terms and conditions upon which those upon its roll shall accept employment, and render the service expected of them.

One of the cardinal principles of the Brotherhood, as indeed of all other trades unions, is that its members in the service of any employer are entitled to equal pay precisely as if their duties were the same, and they were alike qualified for whatever was required of them. The Chicago, Burlington and Quincy Railroad Company has never accepted any such theory. Its managers have believed that a competent man in charge of an engine, rendering a service of special importance, was bearing a greater responsibility and entitled to a higher compensation than one whose engine was performing some minor duty. The Brotherhood sought to make a rule that all should be paid alike for every one hundred miles the engine should travel. The company refused to accept this rule or to change the system so long established, and which, as far as can be shown has worked no injustice to any one practically concerned in its operation.

The managers of the Brotherhood evidently believed that the time had come when, by a little pressure without any serious conflict this company could be induced to change the system and to pay their engineers a uniform scale by the mile. Together with this, Chief Arthur and his committees made quite a number of additional and most preposterous suggestions, evidently for the purpose of yielding gracefully on all such outside matters when the main demand was granted. But the Chicago, Burlington and Quincy managers would not accept the dictation, and absolutely refused to adopt the rule proposed. We do not believe it would have been pressed as a peremptory demand if the Brotherhood had not expected to win without an open struggle, but, having thrown down the gauntlet, they were obliged to follow the refusal of their terms with a declaration of war.

In this contest they have not been successful. Their refusal when the Reading strike was in progress to aid the strikers by calling out their engineers, provoked the men who had suffered from their refusal to retaliate in kind, and all attempts to patch up a truce with the Pennsylvania Knights of Labor so as to prevent their idle members from accepting employment in the places vacated by the Brotherhood seems to have failed. Every day has increased the signs of their final discomfiture, as the railroad company is rapidly filling its roll with competent men, and is daily receiving fresh applicants from all parts of the country.

And now comes the startling announcement that the Brotherhood of Engineers proposes to call out of service its entire membership throughout the United States, thus disorganizing the whole railroad service of the country in the hope to gain their end by this universal distress. If this is seriously contemplated, as positively stated by those in the councils of the organization, it is a symptom of the madness that indicates the final doom of the order which assumes such sweeping authority. We have not been negligent of our duty in several years past in setting forth the pestiferous spirit of these associations and showing the injury they were likely to inflict, if allowed to have their own way, upon all material interests of the country. If this threatened movement takes place, we very much mistake the temper and spirit of the people, if some way is not found to make short work with all such mad assumptions of power, and show these arrogant despots that they have passed the limit of tolerance.—*Editorial, Journal of Commerce, New York, March 6, 1888.*

It seems likely that the attempt of Chief Arthur to bring about a strike on all the western lines, so as to be revenged on the universe for his comparative failure to carry his point on the C., B. & Q., [illegible] will fail on account of the good sense of the men engaged on the other lines. Why should these men destroy the companies that have paid them their wages, and had no complaint from them that they have not listened to and remedied for the alleged wrongs committed by their rival, the C., B. & Q.? It is a puerile proposition, especially as the greatest sufferers from a blind strike of this sort would be the people, the farmers, merchants and professional men of the west and the traveling public.

The losses, inconveniences and sorrow caused by such a useless display of cussedness would be incalculable. The sudden interruption of communication in this country [illegible] travel is not only costly and inconvenient, but it is cruelty and ruin to many poor people whose plans and hopes would be shattered and whose [illegible] would be wasted by a general [illegible].

The logic of the proposed general tie-up is a measure of revenge [illegible]. To strike a blow at the rival [illegible] enemy is [illegible] to punish him. [illegible] injured you according to your own [illegible] cause you cannot conveniently crush the man who you think has injured you [illegible] a human being and the tactics of a brute [illegible] declare war against an entire community [illegible] cause you cannot [illegible] to make [illegible] to pay you higher wages, is a proof of [illegible] imagine such a policy to be the result of the working [illegible].—*Editorial, Nebraska State Journal, Lincoln, Neb., March 7, 1888.*

THE BURLINGTON STRIKE

The markets give evidence of a belief that the Brotherhood of Engineers will not arrest the [illegible] of the [illegible]. Some decline has appeared in the stock market, and some changes in markets for various products, but nothing like the changes which would be witnessed if it were generally believed that the railroads throughout the country were about to be rendered useless for a time. It is questionable whether Mr. Arthur himself can intend the step which he is said to meditate. He knows that it would be of doubtful efficiency. The Burlington & Quincy is just now at war with other railroad companies, and it would not be hurt by a transfer of the destructive energies of the Brotherhood to other roads. The officials of that company, and they alone, have power to grant the demands of the strikers. In this fact lies the weakness of the Brotherhood. If it should damage other companies, that would not tend to coerce the Burlington & Quincy, which has gathered up engineers enough to insure its ability to run when other roads may be stopped. It is possible that this consideration may deter the Brotherhood from the step it has threatened. That it would be a most [illegible] all intelligent engineers must realize, as it would bring their organization into antagonism with public sentiment.

But apart from the points at issue, a vastly more vital question is involved. It is whether a small association of a few thousand men, subjected to the will of a single individual, shall have power to obstruct or tax at their pleasure all the business of the whole continent. Certain rights these men undoubtedly have, and in defending these rights, when they are denied or seriously threatened, they have the public sympathy. But they become enemies of public order, enemies of all civilized society, when they make demands with a threat of infinite injury to all society if their demands are not granted.

It will be impossible to manage railroads in this country with safety or with profit, if the men alone are to decide what wages they shall be paid, or what individuals shall be employed, or what rules or tests of qualification shall be enforced. Mr. Arthur ought to be able to see, and probably he personally does see, that his organization has at last passed the line which separates declared public enemies from men who are honestly and properly defending their rights against injustice. The service in which engineers are engaged is not such that $4 or $5 per day should be considered intolerably low pay. Men as worthy as any who are now engaged in that employment have served for many years, at greater risks than engineers now run on fairly-managed railroads, with lower compensation than the lowest now paid to any engineers in this country. In those days the cost of living was everywhere greater than it is now. Men are to-day engaged in many occupations which require longer training, more skill, and larger knowledge, than are required of ordinary engineers, who get no more pay than the average received by the Burlington & Quincy engineers. But if men on any railroad can convince the company which employs them that they are worth higher wages, they have a perfect right to do so. Equally indisputable is their right to cease from work, if they see fit, until there demands are granted. But they have no right whatever to arrest the commerce of the whole continent, in order to coerce one company into paying what it thinks it cannot afford to pay.

This attempted coercion of one employer by making war on many others is an offense against society which must be arrested by stringent legislation. In every case conceivable, it is a gross wrong to the industries and the traffic of millions who have no concern in the matter at dispute, because certain individuals do not concede all that their employes desire. If Mr. Arthur is wise, he will realize that the threatened step must ultimately destroy both him and his organization, and call into existence a new set of engineers who will not attempt to dictate to the whole continent.—*New York Daily Commercial Bulletin, March 7, 1888.*

CHIEF ARTHUR'S SITUATION.

The situation in which Chief Arthur finds himself is very similar to that which Mr. Powderly occupied in the early part of the great Southwestern strike. He has an opportunity, that is to say, to demonstrate superior capacity as a leader, and the question is whether he will prove equal to it, and thus make a splendid reputation, or weakly fail to grasp it, and so forfeit public confidence and admiration. There is good ground to believe that he consented to the strike on the C., B. & Q. road with reluctance and under heavy pressure. He has always been able heretofore to protect the interests and satisfy the wishes of the organization over which he presides without resorting to arbitrary measures; and it may be reasonably surmised, therefore, that he has not adopted the striking policy in this instance with perfect faith in its soundness and propriety. But having taken the first step in that direction, can he stop there, and has he either the courage or the power to prevent the strike from assuming larger proportions and involving other roads with which the strikers have no quarrel and which are in no way responsible for the C., B. & Q. company? Under like circumstances, Mr. Powderly surrendered his views of what was just and right, and gave his assent and support to proceedings which he should have condemned and resisted. Will Mr. Arthur be able to do otherwise?

There can be no doubt that the striking engineers are in favor of compelling other roads to assist them by refusing to haul the cars of the C., B. & Q. company or to do business with it in any of the usual forms. Mr. Arthur knows very well that a course of that kind cannot be justified or excused, and that it is particularly inconsistent with the principles and professions of the organization which he represents. But will he dare to reject and resist it now that he has permitted himself to authorize the beginning of the strike? That is the issue upon which his reputation depends, and he cannot hope to escape it by any sort of compromise. He must either take a firm stand against the idea of extending the strike to other roads, or he must practically abdicate his position and become the [illegible] of men [illegible] to inflict damage whenever they can [illegible] all considerations of good sense and fair dealing. The test is a severe one [illegible] [illegible] that men prove themselves worthy of [illegible] [illegible] demonstration. It remains to be seen how Mr. Arthur will meet such a crisis in his career [illegible] the opportunity [illegible] high degree of public respect which [illegible] [illegible] admirable [illegible] Mr. Powderly. It is to be hoped [illegible] [illegible].—*Editorial St. Louis Globe Democrat, March [illegible], 1888.*

ANOTHER LETTER TO THE STRIKERS.

CHICAGO, March 8.—*P. M. Arthur, Esq.* Dear Sir: "Whom the gods would destroy they first make mad." It would seem as though the Brotherhood were on the verge of destruction, for if they carry out their mad plans as shadowed forth by the published reports and inaugurate strikes on the different lines of railroads connecting with the Q, they are on the road to swift destruction.

Stop and think for a moment of the far-reaching consequences of such action.

Railroad managers do not need an "order" of the court to compel them to receive Q freight. The law exists requiring them to do it. An order of the court is but the voicing of that law for the benefit of those who do not understand it, or as a mandate to those who ignore it.

When one of your engineers refuses to haul Q freight, in obedience to orders from his superior officers, he is the man who violates the law, and not the manager of the road. The engineer may resign before he receives such an order and thus effectually defeat the intent of the law and possibly avoid its penalty, and in the same manner all the engineers on any system of roads may resign, by which act on the operation of the law may be suspended.

Now look for a moment at the spectacle presented! The individual members of an order that boasts of the intelligence of its members unitedly taking such action for the purpose of compelling a certain corporation to accept its demands as results in open violation of the supreme law of the Nation, and brings loss of untold thousands of dollars upon innocent and disinterested persons!

Suppose now that in order to carry out the program all the engineers between the Atlantic and Pacific left their engines. Would it effect their purpose? Not at all. The Q Road would be in just the same position as to-day, doing a local business only, and waiting for its connections to obey the law. But where would your organization be? Crushed beneath the withering contempt of public opinion. You boast that your men never violate the law by the use of violence, and yet you deliberately propose to set at defiance the law of the Nation, and boast you can do it because you have the power to do it. Dare you say you have the right to do it? For what purpose do you propose to set at naught the law of the Nation, and bring loss and suffering upon thousands of innocent persons? That you may compel the Q Road to do away with the system of classification! When you can change the eternal laws of nature, you can do away with classification, and not till then. Nature classifies everything, and so do we. We need not be botanists or zoologists to learn there is such a law as classification. We unconsciously obey that law every day. We classify our fuel, hard wood and soft wood, hard coal and soft coal, and select such as is best suited to our uses, and pay for it accordingly. We classify our clothing, and the food we eat, the house we live in, and we are classified by public opinion and our own merits. We may think ourselves other than we are, and for a time deceive others and induce them to intrust us with responsibilities for which we are unfit, but sooner or later our real self stands out and we are compelled to step down. All those who hire houses in this city might combine and by united action and threats of violence compel house owners to rent all houses at one price, but how long would it last? The landlord who was compelled thus to rent a house for less than its just value would make no repairs, and soon the tenant would find it uncomfortable and voluntarily leave.

Your mistake was that you aimed to abolish classification. Your right and privilege was, and is to correct its abuses by those in authority. Had you confined your claim to that you would have found Mr. Stone ready to meet you more than half way, and the question of wages, and the still more important one of the abuse of classification, would have been quietly adjusted. I, too, am a wage-worker, and believe in the necessity of labor organizations for the correction of abuses, but always in accordance with reason. May reason and right prevail in your councils and your noble order be preserved from ruin or reproach.

Yours truly, WORKMAN

—*Chicago Tribune, March 9, 1888.*

CHIEF ARTHUR'S WISE WORDS.

[From the New York Commercial Advertiser.]

The following gems of sense and wisdom are gleaned from the address delivered by Chief Arthur at the Locomotive Engineers Convention in this city yesterday:

If you would have name, fame or wealth, work for them.

Right is the only lasting foundation upon which a man can build.

The workingman of to-day may be the capitalist of five or ten years from now.

No man has a right to anything which does not come to him through the channel of honest acquirement.

There is room enough for every man in a country like this, and every man disposed to work must be allowed to find the chance.

Have an object in life, let it be exalted as possible and then backed by a strong determination and honest endeavor. Believe me, you will attain it.

We have no sympathy for nor co-operation with any class or set of men who base their claims upon the principle that might is right and the rich owe the poor a living.

What we are and what we have accomplished is the result of long, continued patient work, and it behooves us to be extremely cautious how we interest ourselves where there is nothing to gain but everything to lose.

That a good labor organization is a good thing we maintain, but that a heterogeneous mass of men engaged in various occupations can combine interests satisfactorily to form an organization which shall serve all with equal justice we very much doubt.

Much has been said and more written concerning the antagonism between capital and labor. [illegible] Between wealth and idleness there [illegible] [illegible]

There seems to be generally prevalent an idea that all capitalists are [illegible] [illegible]

Neither the capitalist nor the laborer [illegible] [illegible]

[illegible]

THE C. B. & Q. BOYCOTT

CHICAGO ILL. MARCH 12 1888

CHICAGO.

MAYOR HEWITT'S VIEWS

His Forceful Denunciation of the Tyranny of All Strikes

A SUPREME TEST WANTED.

IS PRINCIPLE IN DANGER.

ARE STRIKES CRIMINAL OF PERSONS

The Trouble on the Boston and Maine Railroad in the Part of Many Thousands—Powerful Remarks by the Massachusetts Railway Commissioner.

THE REAL SUFFERERS BY A STRIKE.

A Plain Statement by an Employer of Men.

HUCK ISLAND MEN DO NOT SEE THE RISK OF IT

NO NEED FOR ARBITRATION

Burlington Employees Are Satisfied—Views of the Road Officials

THE COUNTRY IN GENERAL.

THE STRIKERS AND THE LAW

ALONG THE C. B. & Q. LINES.

THINGS TO CONSIDER

JUST AS WELL SETTLE IT

OBSTRUCTING THE MAILS

What the Government Might Do

AN ORDER FROM THE UNITED STATES COURT AT OMAHA

Judge Dundy Enjoins the Union Pacific From Refusing the Burlington Freight and Its Employees from Backing up Trains—Text of an Injunction of the Court.

BOYCOTTING THE BURLINGTON

COMPULSORY ARBITRATION

THE RELIGIOUS PRESS.

THE BROTHERHOOD STRIKE.

THE RAILROAD STRIKE.

March 13, 1888

CITY OF BOYCOTT
CHIEF SECRETARY'S OFFICE.
C. B. & Q. R. R. CO.
BOYCOTT, ILL.

THE C. B. & Q. BOYCOTT

CHICAGO ILL. MARCH 13 1888

CHICAGO.

CHARLES FRANCIS ADAMS AND THE U. P. RAILWAY.

THE BURLINGTON BOYCOTT

THE RELIGIOUS PRESS.

THE COUNTRY IN GENERAL.

THE BURLINGTON "WAR"

THE STRIKE AND THE PEOPLE

MEETING TO ARBITRATE.

RESULT OF IGNORANCE.

ALONG THE C. B. & Q. LINES.

THE BROTHERHOOD'S MISTAKE

THE STRIKE

CHIEF ARTHUR'S POSITION

Issued by the Passenger Department of the Chicago, Burlington & Quincy Railroad.

THE C. B. & Q. BOYCOTT

CHICAGO ILL. MARCH 13 1888

CHICAGO.

CHARLES FRANCIS ADAMS AND THE U. P. RAILWAY.

THE BEGINNING OF THE END

THE BURLINGTON - WAR

THE COUNTRY IN GENERAL.

THE BURLINGTON - WAR.

POLITICIANS AND OFFICES.

THE STRIKE OUTRAGE

ALONG THE C. B. & Q. LINES.

THE BROTHERHOOD'S MISTAKE

AN ABSURD CONDITION

THE BURLINGTON BOYCOTT

NOTHING TO ARBITRATE.

RESULT OF IGNORANCE.

CHIEF ARTHUR'S POSITION.

THE STRIKE AND THE PEOPLE

THE STRIKE.

THE RELIGIOUS PRESS.

Issued by the Passenger Department of the Chicago, Burlington & Quincy Railroad.

THE C. B. & Q. BOYCOTT

CHICAGO ILL MARCH 14, 1888

CHICAGO.

HOW LONG?

How long will the people of this country submit to the interruption of their business, the invasion of their rights, and the slaughter of their interests by the boycott of the Burlington freight at the dictation of a lot of men who, because they can not get all they demand from the company, are bent upon the ruin and destruction of its business

Mr Powderly, of the Knights of Labor, demands to know why the ownership of the anthracite coal fields by "a few worms of the earth," should be tolerated longer. THE TIMES, with at least as good reason, demands to know why the assumption by his Knight of power to shut off the coal supply should be tolerated longer. And it asks with more reason why the assumption of power by "a few worms of the earth" to lay an embargo upon the entire internal commerce of the country should be tolerated longer.

It is exactly that power that is assumed in the present case It has not been exercised to the extreme as yet, but it is asserted The strikers say that commerce by way of the Burlington shall cease. They attempt to enforce their decree first by leaving the service of the company and dissuading others from entering its service in the same capacity. That not sufficing, they demand that connecting roads refuse to interchange traffic with the Burlington That is, they demand that those roads refuse to do their duty as common carriers, in flat violation of a law of congress To enforce this demand their associates on other roads refuse to haul Burlington cars, and give their employers to understand that if they are peremptorily ordered to haul these cars they, too, will abandon their engines, and so place an embargo upon the commerce of these roads There is no logical end to this program short of an embargo on all the railway commerce of the country

One railway official said that the connecting roads were justified in violating the law of Congress at the dictation of the strikers, because if they obeyed the law the strike would become general, all the wheels in the country would stop turning, and no one had yet depicted or even conceived the dreadful consequences of that event. This official clearly perceived that the strikers asserted the right to arrest all rail traffic throughout the country, and he expressed his belief that they would exercise that assumed right unless the connecting companies violated the law of the land at their behest

This official proposed, for his part, to violate the law at the command of the strikers. He proposed to recognize their power and authority as superior to the power and authority of the United States. How long will the people of this country submit to such extra legal and law-breaking despotism?—a despotism which threatens, in its logical course, not only to freeze but to starve the country.

It is the first duty of railway managers to obey the law of the land. If they violate it at the dictation of an extra legal strike society their fear, or pretended fear, of consequences will not excuse them. If they violate the law they must accept the responsibility. Their business is to obey the law If the strikers stop their traffic in consequence the public will know where to place the responsibility And the public must hold some one responsible It can not afford to submit to this wholesale disregard of public and private rights. It must take strong ground, and have it settled once for all whether the strike society is supreme in this boasted land of liberty, holding in its hands the power of life or death over the great body of the people. Railroad managers will do well not to put themselves across the path of a cyclone of public opinion.—*Editorial, Chicago Times, March 14, 1888.*

A REMEDY FOR RAILROAD STRIKES

Whether the law as it stands will afford the general public any protection from the disastrous results of railroad strikes may be questioned, but there can be no dispute that the public welfare calls for an enactment of that sort. The strike on the Western roads which has been under contemplation for a week or ten days, if carried out, would deprive tens of thousands of persons of their means of livelihood—persons in nowise responsible for the alleged grievances of the railroad employees—and would inflict incalculable injury on the commerce of the country In fact, that is the indirect purpose of a railroad strike, and such a movement is esteemed successful just in the degree that it makes the public suffer Railroad strikers simply seize public commerce, hold it as a hostage, and offer to free it on condition that their corporate employers come to terms The loss inflicted on a railway by a strike is always something to be taken into consideration, but after all the real stress and effect of a strikers combination are measured by the injury inflicted on the general public. It is intolerable that the blockading of public highways and forced interruption of commerce shall be considered legitimate methods to secure the redress of personal grievances

In England a strike or general quitting of work on the part of the employes engaged in supplying a town with gas or water is a criminal misdemeanor It is denied that persons employed in such pursuits have the right to quit work in a body whenever they see fit, and by acting in [illegible] under a [illegible] the same [illegible] most of the [illegible] What right [illegible] public [illegible] lelal or [illegible] and so ten [illegible] business [illegible] affect the public be permitted to [illegible] the business and employment of [illegible] who have nothing to do with their [illegible] quarrel? If employes engaged in furnishing a town with gas or water may be forbidden to strike, why not those who are operating trunk lines of railroad?

A remedy for railroad strikes must be found It is time for Congress to take this matter up in earnest Has the general public no rights that the parties to a railroad controversy are bound to respect? At the last session of Congress a law was adopted declaring that the owners and managers of railroads could not manage their business as they pleased, but must submit to regulation and government in the interest of the public welfare and convenience. For the same reason it is necessary, proper, and expedient for Congress to provide that the employes of inter state railroad carriers shall not be permitted to take the public by the throat and blockade commerce whenever they they see fit * * * * * * —*Editorial [illegible] Tribune, March 14, 1888.*

THE ENGINEERS' STRIKE

The backbone of the Burlington engineers' strike is completely broken The places of two thirds of the striking engineers and firemen have been already filled, and filled with good men too The Brotherhood men made the usual mistake of similar organizations, viz that of supposing that all the good men were within their ranks They have now discovered their error and are put to their wits' ends to devise a way of getting out of the hole in which they have been placed by the hot headed among them The only recourse left them—and that a perfectly hopeless one—is to insist that the connecting roads shall boycott Burlington freight

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The common law, as well as the inter state commerce law, is explicit in directing a common carrier to receive and forward freight and passengers tendered to it by a connecting line The Burlington can thus easily compel its connections to receive and forward its freight, and will do so if they continue longer to refuse It has already brought proceedings against the Wabash requiring it to handle Burlington freight, making its first move of this nature against that road probably because the Wabash is in the hands of the court and may be thus more quickly gotten at than the other roads can.

* * * * * *

All talk as to the Brotherhood not being incorporated, and as to Mr Arthur being able to evade responsibility for the threatened tying up of connecting lines, amounts to nothing practically, for the men can be readily reached if they persist in their purpose

The Brotherhood is now seeking to gain the favor of the public by asking for arbitration The time for arbitration has passed When the fatal classification clause was reached in the conference between the Burlington men and its employes, the latter might have said, with timely temperance We will strike unless you consent to arbitration of classification But, instead, they said, We will strike unless you unreservedly concede the abolition of classification The opportunity for arbitration was neglected, and this agent is only sought now that it is clearly out of the question The company now has nothing to arbitrate Its old men are no longer its employes, and have not been for a week or more, and their places are filled. It cannot enter into arbitration with parties with which it has no connection, over a bone of contention that no longer exists

Then again, any attempt to tie up the other roads as proposed would place the strikers open to punishment for conspiracy The say in effect to their members upon a given road Do not handle any Burlington freight if you are discharged for refusing to handle such freight, then we will all go out as one man This is conspiracy pure and simple, totally unaffected by the rightful principle that a man may quit work at will when his grievance is unadjusted In this case there is a deliberate conspiracy to intimidate and force their employing roads into the establishment of a boycott against the Burlington, and also a conspiracy against shippers whose freight would suffer detention through such boycott

The striking Burlington engineers and firemen have been whipped in a fair, open fight, and the Brotherhood at large will consult their best interests by acknowledging it and laying down —*Railway [illegible], Chicago, March 10, 1888.*

THE COUNTRY IN GENERAL.

A LAW FOR STRIKERS WANTED.

The strike of the engine drivers and firemen in the employ of the Chicago, Burlington & Quincy system has developed a phase in labor combinations and trade guilds that, if not altogether new, very forcibly suggests the necessity for enacting laws that will protect the public individually as well as collectively from the loss and inconvenience they have the power to inflict, and that will furthermore curb the growing tendency of these combinations to become an *imperium in imperio* of a most formidable and dangerous character, which while under the shadow of the National Government, is enabled to exercise a power that is really superior to its laws and antagonistic to the fundamental of Republicanism. What proportion of the drivers of railroad engines in the country are members of and owe allegiance to the Brotherhood we do not know, but the recent action of the subordinate organizations in this city make it very evident that if Chief Arthur and the Executive Board choose to exercise the authority with which the Brotherhood has clothed them, the railroad traffic of the country could be practically brought to a stand. The results of such a crisis as this display of power would prove to be, is of so serious and appalling character that it is to be hoped that neither the Brotherhood nor any other labor organization will again even suggest the expediency of such an experiment, but the suggestion that it is feasible gives timely warning that the time has come when strong repressive laws should be enacted rigidly enforced The laboring man undoubtedly has his rights, and to obtain as well as maintain these, it is right and proper that combinations should be formed, but there is a point where this massing of interests and centralization of power usurps the authority of the State by jeopardizing the vested rights of the community at large What is required is a clear and explicit interpretation of the principle of conspiracy as applied to strikes, not by the slow and generally unsatisfactory process of the courts, but by legislative enactment Such a measure ought to be thoroughly Republican in its character, sound in its legal construction, so as to stand the test of constitutionality, and [illegible] It ought to be such a law as will carry with it the approval of public sentiment, so as to guarantee enforcement and at the same time sufficiently stringent to afford ample protection to the individual as well as the community It ought to prevent a labor organization from hounding a man who has [illegible] its control and placing a whole community in duress until its demands be they just or unjust, have been complied with It is monstrous to think that [illegible] few hundred members of the Brotherhood are dissatisfied with their rate and terms of pay they should have a right to take the commerce of the country by the throat in an effort to enforce their demand Because of their dispute over wages in a Western State there shall be no wages in any State Because traffic on a certain road cannot continue on their terms traffic everywhere shall cease Because others and not they themselves are to run one railroad no other railroad shall go on That is about the sum and substance of what was proposed by the engineers in Tammany Hall last Sunday, and is welcomed by the engineers of the West as cheering news More than a thousand miles away there is a difference of opinion about wages, and one of the consequences must be a state of siege throughout the East If this threat of the Brotherhood goes unnoticed and unheeded labor organizations will be emboldened to carry the threat into execution and the next move will be to precipitate such a calamity as this exercise of power foreshadows —*New York Commercial and Shipping List, March 11, 1888*

RAILROAD TROUBLES.

* * At a time when the company was struggling under the hardships of an inclement winter, when in every other calling skilled workmen can be obtained by thousands, when it was clear that there were five hundred thousand more men in the Nation than there were a year before, these men struck * * * This suggests to minds that are disinterested, that the various labor organizations throughout the country are in sore need of revising their constitutions and by laws No strike ought to be precipitated without a vote of two thirds of any given order, and not until the corporation against whom a strike may be contemplated can be heard We mean, heard by the men who are to vote on the proposition, because it is a dangerous power to place in the hands of an executive committee to order a strike which involves the daily wages of thousands of men on one side, and the business men of a great transportation company on the other. Men with money are no better than men without money, but they are just as good, and when a company of them use their means and their credit in a way to give twenty five thousand men—which represents one hundred and twenty five thousand people remunerative wages year after year no matter how selfish may have been or are their intentions, they are great public benefactors and deserve fair treatment and protection When such a corporation, while keeping all its covenants, is suddenly confronted with demands which would never be thought of making of a private citizen employing only a few men, and its business is stopped, its property damaged and menaced, the result can but be that if capitalists anywhere are contemplating the creation of another such enterprise, their first impulse is to button up their pockets and to say, "The profits are not worth the risks" Labor organizations should keep facts of this kind in their minds and be true to themselves and their fellow workmen everywhere —*Editorial, The Daily Tribune, Salt Lake City, Utah, March 7, 1888.*

A RAILROAD MAN'S WIFE.

To the Editor of the Commercial Gazette

I saw in yesterday's paper that Chief Arthur says if the striking engineers do not succeed in their demands he will order out all the engineers in the United States Of course that means throwing thousands and thousands of men out of work that are not engineers and do not receive more than half the wages that engineers do; consequently have nothing laid by away to support their families while they remain in idleness as the engineers Now I think the men wives should have something to say about it, as they are the ones that have to suffer, for while the men are around town having a good time, we are expected to have regular meals, whether we have anything to cook or not, also to keep the children neat and tidy.

Now, I am a humble railroad man's wife myself, and several children are dependent on his small salary for a living Now, I don't think Mr Arthur has any right to take the bread and butter out of my children's mouths Now, I should be very glad to see workingmen get better salaries and I believe the time is coming when they will I am sure I should be very happy if President Barnard would give my husband a hundred dollars a month instead of thirty six But everybody can't be presidents and superintendents And I believe (I hope the men will forgive) that every man that is capable will go up in railroading as well as other business, and a man that is capable of earning a big salary will finally get it I believe the humblest man on the road can get justice without striking. And I protest against any man taking my husband's salary away from him against his will when his employers are satisfied with him RAILROAD MAN'S WIFE

Cincinnati Commercial Gazette, Mar 10, '88

A GENERAL STRIKE.

Advices from Chicago state that the meeting of representative engineers of the various western roads called by Chief Arthur was held at Chicago and that while their proceedings were private it is the general understanding that the engineers and firemen decided that they must stand by their brother striker on the Burlington system at all hazards, and that all western roads would be advised that they must not exchange business with the Chicago, Burlington & Quincy, Hannibal & St Joseph or Kansas City, St Joseph & Council Bluffs roads Without attempting to examine into the reasons for the strike on that system of roads, it seems a proper time to calmly look over the situation and picture the result of any improvement imprudent move on the part of the railroads or their employes

As we understand it the engineers and firemen are perfectly satisfied with their treatment on the roads west of Kansas City — that their pay and rules under which they are employed are matters of quiet recent agreement and in every way acceptable

Why then should the men make further demands? Only to help their striking brothers gain a victory over the Burlington system The action suggested by these Chicago advices, viz "that interchange traffic between the Burlington system and our western roads must be stopped" is a direct blow at the commerce of our country, and a matter in which every individual who has any public spirit has an interest

The western roads as common carriers can not legally refuse to receive traffic from or deliver traffic to the Burlington or any other system of roads, when the public, the railroad or the shipper asks that it be done While there may be other laws on the subject, the interstate commerce law clearly provides that no act shall be performed in the railroad companies which [illegible] as they should, [illegible] their request [illegible] —*Editorial, The Commonwealth, [illegible], 1888.*

ALONG THE C. B. & Q. LINES.

A CRITICAL SITUATION.

It does not seem that this "great and glorious" country, now a century and twelve years old, has been all these decades legislating and framing laws that will not protect, not only an individual, but a whole people. It does not seem logical that 30,000 men can act in consort to overthrow the machinery of a republic, clog the commerce, and stop commercial intercourse of a whole nation without being accountable therefor to the people and to the courts The situation at present is a most grave one; it marks an epoch in the history of the country The courts have been appealed to, and it would seem that the days of fat fed labor-agitating nabobs were rapidly drawing to a close It is all very well for men who receive $10,000 a year, and are fed on wine suppers and toted around the country in palace cars, to hold in their hands the destinies of 30,000 people, very well for the men who get the big salaries to say to a lot of laboring men "Strike" There is, however, a sad sequel to all strikes; men fired by the heat of agitation, and under the surveillance of a high salaried agitator, strike when there is no bread in their homes, and if defeated, as they are nine times out of ten, must needs feel the piercing pangs of poverty, they must go through all the cruel and heartless stages of want Strikes are disastrous to laboring men; they are breeders of crime, forerunners of bloodshed, arson, and in some cases devastation The lesson taught by the Haymarket riot should be kept fresh in the minds of all laboring men. Strikes cannot be conducted without bad blood being nursed in the veins of one or the other side. Unsuccessful strikes are the breeders of socialism, and socialism is followed by anarchy. The people, always in sympathy with the laboring men, are watching the "Q" strike with more than ordinary interest. The sympathy at the beginning of the strike was with the engineers, but now they threaten to tie up the commerce of the whole Northwest, public opinion undergoes a violent and radical change of base. Sympathy is side-tracked, and disgust takes its place. No doubt it will end in Congress passing laws governing the maximum pay of locomotive engineers and requiring them to be provided with a government license the same as steamboat engineers. There, again, bobs up the objectionable grading stipulation. In the river and lake service, in both the merchant and government services, engineers are graded. In the former, chief, second chief, first, second and third assistants In the government service, chief, with the rank of lieutenant-commander, first, second, third and fourth assistants, with the ranks of lieutenants A government license would be a safeguard against strikes.—*Editorial, Daily Journal, Ottawa, March 11, 1888.*

ABOUT STRIKES

We have not, hitherto, expressed any opinion in regard to the present strike on the Burlington system of railroads. Nor do we now design to write on the subject of this strike so much as upon strikes in general, and to lay down some principles, which we believe should apply in all such cases * * * * * *

We believe it is time we ascertained who is responsible for this state of affairs, and place that responsibility where it belongs * *

Now, applying these rules to the present strike, the following appears to be about the true state of the case

The number of men employed on the Burlington system, all told, are about 27,000. Of this number about 2,000, or less than two twenty-seventh part, whose period of service had already ranged from one to ten years, becoming dissatisfied with the wages received and method of payment, decided, unless their demands were met, to withdraw from service. So far they were certainly justified, and no man or company of men had a right to hinder their action But, unfortunately, they did more Their error lies in their method, rather than in their act They decided to withdraw in such a manner as would most severely cripple the company and demoralize the public business, and by this means, coerce the company and compel them to accede to their demands By this act 1,000 engines were left standing, 26,000 men were thrown into more or less enforced idleness; the business of the entire west was demoralized, and the whole country made to suffer

Now, let us suppose that instead of the men it was the company became dissatisfied After using reasonable argument and persuasion, they had said on Friday, "unless you men consent to a reduction of wages you must all quit work on Monday" Had they done this, and the same results followed, they would have been justly condemned from one end of the land to the other And yet they had the same right to do this that the men had to withdraw in the manner they did Should pressure be brought to bear to induce other railways to refuse to carry freight received from the Burlington there will be two additional wrongs First, it will be compelling innocent parties to suffer, in order that the railway company may be further coerced, and second, it is establishing the precedent of railway employees dictating to their company what freight shall be carried on their trains Where labor combines to produce this result, it is outside its legitimate sphere

Those 1,000 engines standing without steam, those 26,000 men thrown into enforced idleness, the demoralization of the country's business—all should have been taken into the account, and remembering the common interest as citizens and members of a common brotherhood, they should have placed the date of their withdrawal far enough ahead to enable the company to fill their places without serious injury to the public welfare. Then, as each was relieved he should have gone his way to look for employment elsewhere There are other railway companies needing engineers, just as manufacturers are needing hands, stores needing clerks, or contractors needing mechanics

In closing this article, we wish it distinctly understood that we yield to no man in our friendship or sympathy for laboring men It is [illegible] the matter, [illegible] we commit [illegible]

Those 2,000 engineers [illegible] common [illegible] great wheels [illegible] machinery [illegible] the business of the country was carried on [illegible] on them to do their part, [illegible] universal application It asks not that they should work for insufficient wages, nor in any particular place, but it asks that in changing from one part of the machine to another, they be governed by the rules that apply in all such cases and in a manner to injure the rest of the machinery as little as possible This they are bound to do by virtue of their citizenship and union with a common brotherhood—a brotherhood whose claims are equally binding and far more extended than any which any body of men can organize for themselves —*[illegible], Neb., March 9, 1888*

THE STRIKE.

From the Ottumwa Courier

MR EDITOR I think the people who are interested in the commercial and financial prosperity of this country ought to speak when Chief Arthur can stop, can put a blockade upon the entire business of the northwest, throw out of employment thousands of laborers, shut down the mines, derange the business of the whole country It is in my humble judgment, just too much power in one *man*, and unless the people speak we will wake up some morning without any country There may be reasons for complaints, but some other methods than strikes must be resorted to They are ruinous to any country, and in my judgment don't pay in the long run Let's have peace between capital and labor and we will have prosperity. I. P. TETER

—*Mt Pleasant, Ia, Evening News, March 9, 1888.*

THE "neutrality" that the brotherhood of engineers are talking about so much these days reminds one irresistibly of the neutrality of Kentucky in 1861 When the rebellion broke out the rebs in Kentucky had the state government, but they did not have the people, and they could not take the state out of the union Hence they invented a new definition of the word "neutrality" for the occasion It was an invention, for there was never such "neutrality" seen before in the history of states They forbade the armies of the union to put a foot on Kentucky soil and permitted the rebel recruiting officer to open stations in every city and town Halleck and Grant paid no attention, however, to the proclamation of the great Magoffin, and the state was soon held securely to the union forces

Arthur's "neutrality" as applied to a railroad company now is intended to describe the action of a company that assists the brotherhood to coerce the C B & Q combination by organizing a boycott against it, and refusing to carry its freight when delivered at connecting points The patent was stolen from Kentucky's old governor —*Editorial Daily Nebraska State Journal, Lincoln, Neb, March 11, 1888.*

CHIEF ARTHUR yesterday signified to Superintendent Nash of the United States mail service the willingness of the brotherhood to transport mail over the C B & Q and other lines upon which a strike has been or may be ordered This seems to be a concession fatal to the claim of right which the brotherhood sets up, and may result adversely to them in their supposed policy of causing a stoppage of business on all lines to coerce the C, B & Q railroad

The same obligation which rests upon the brotherhood to do the business of the government so far as it is connected with railroad operation, may be adjudged to rest upon them, in certain cases, where the business of the people, the real governing power, is concerned. In other words, certain circumstances may be brought into existence under which the engineers of the country, and, in fact, all railway employes, may by law be compelled to perform the service for the people, which they now, or propose to, refuse to do Before these circumstances arise, however, it is to be hoped that the courts will decide the questions bearing upon this matter which have been brought before them —*Editorial, Daily Nebraska State Journal, March 11, 1888.*

IT is not to be doubted that the clause of the inter state commerce act which, requires all railroads to provide proper facilities for the interchange of traffic, was intended to meet just such a case as that which now exists in connection with the Burlington strike, and it is also certain that the refusal of engineers on connecting lines to handle Burlington cars comes within that clause of the same act which forbids any "agent or person acting for or employed" by such connecting lines to disregard any of the provisions of said law, under a penalty of not exceeding $5,000 fine for each offense.—*Editorial Note, St. Louis Globe-Democrat, March 11, 1888.*

CHIEF ARTHUR insists that the real question at issue in the Burlington strike is one of wages, but he omits to state that the strikers have added to their refusal to work at certain rates a demand that the company shall re employ them on their own terms, or they will [illegible] all the means at their command to obstruct and damage its business It is a question of wages in one sense, but in another sense it is a question of bulldozing, regardless of the right of the company to determine what it can afford to pay, and to hire other men in the strikers' places on the condition which the latter are unwilling to accept —*Editorial Note, St Louis Globe-Democrat, March 11, 1888.*

THE *Philadelphia Times* thus discusses the classification system of wages

"The demand for uniform wages for engineers rendering the same service, regardless of experience and tested fidelity, is utterly inexcusable as a naked proposition, but it is possible to make it not only excusable, but justifiable, if ripe experience and proved fidelity are made the ground of dismissal

"It is obviously the interest of railways to encourage in every way the best experience and fidelity in engineers The safety of the public and the economical and satisfactory administration of railways clearly demand the generous recognition of such qualities in engineers, and if railways refuse it, the only protection to capacity in the calling is to demand uniform wages for all for the same service.

"It is obviously the interest of engineers to have the assurance of increased compensation for the best experience and fidelity in their profession Any other rule must destroy every incentive to enlarged fitness for such responsible trust, and with such plain mutual interests, why cannot the Brotherhood and the railway direction adjust the dispute?"—*Daily [illegible]*

Issued by the Passenger Department of the Chicago, Burlington & Quincy Railroad.

THE C. B. & Q. BOYCOTT

CHICAGO, ILL., MARCH 15, 1888.

CHICAGO.

STRIKE LAWLESSNESS.

At the bottom of the strike war lies the assumption that one party may rightfully force another to enter into a contract, and compel that other to accept whatever terms it may dictate. That assumption is utterly inadmissible. It is no more admissible than the assumption that might makes right.

If it be said that either party has a right to propose terms and decline to enter into a contract unless those terms are accepted, that is freely admitted. It is essential to freedom of contract that both parties be at liberty to propose terms and reject terms and to enter into contract or not as he pleases. But this is not the situation. The engine-men on the Burlington had the right to propose terms and to refuse to work upon other terms. This they have done within their rights. But they have attempted to do more. They have not only proposed terms, but they have sought, and are still seeking, to force the company to employ them upon those terms.

They seek to do this not by keeping other men from entering the employ of the company by force or intimidation, as other labor organizations often do under like circumstances, but by other means which are no more defensible. They say to the company, in effect: You must employ us, and not other men, upon the terms we propose, and none other. If you do not we will see that you shall not get another engineer with you. In short, through our organization, which extends throughout the country, we will ruin your business if you do not employ us on our own terms.

This is the plain English of the matter. Besides ensuring their own liberty of contract, as they have a right to do, the strikers attempt to strike down the company's equal liberty of contract, which they have no right to do. The right to propose terms does not include the right to compel others to accept those terms. The enemy is not a contract against his will. Each party has a right to contract or not as he pleases, and any attempt of either to force the other to contract against his will and upon terms to which he does not willingly consent is wrong and unlawful.

In order to accomplish an unlawful purpose the strikers notify other companies that they must not obey a law of congress which requires them to interchange traffic with the Burlington. None of the companies have been notified, and justly their course on the ground that if they do not heed it their own engineers will go out. This means that, as the railroad managers understand it, the strikers assume, and intend to exercise the right to dictate to a rival company to assist them in coercing the Burlington into a contract against its will.

And the strike organization thus threatens to put a stop to all traffic over vast connecting systems, not on account of any dispute right of contract, or of any other conceivable right, but for the nefarious end purpose of striking down the right of freedom of contract, and forcing themselves as employes on those two systems upon a company whose service they have left and which does not want to employ them again.

Incidentally to the accomplishment of this unlawful purpose—to the success of a despot are assault upon one of the most cherished and essential rights of free men—those organized strikers inflict untold loss upon merchants, manufacturers, and shippers generally throughout an extent of country vast and populous enough for an empire. They also inflict loss and bring distress more or less acute upon thousands of men in the transportation service, in factories, shops, and mines, and in an endless variety of employments throughout the same territory. And there have been in attered threats of extending this wanton and cruel mischief to other and even three great connections of the North American continent. And all this is not a struggle for one right, but to strike down and trample under foot one of the most sacred of rights, and subjugate the arm of the strongest for right of reason, and justice, and law. Fine profession of modern freedom and regard for law are of little moment when the mailed hand is so plainly red in view. How long will the public tamely submit to the despotic upon the very foundations of law, liberty, and the life of society itself?—*Editorial, Chicago Times, March 15, 1888.*

In his definition of the duty of the Walsh in the premises Judge Gresham said that they were bound to act in the common interest, irrespective of whether the road was in the custody of the court or not. The receiver must operate it as a common carrier under the laws applicable to common carriers. He must not discriminate against one road by maintaining a boycott of it on connecting lines.—*Chicago Times, March 15, 1888.*

In regard to the interference of the brotherhood with the handling of Burlington traffic by other roads there can be no mistaking the construction of Judge Gresham's decision. The court in effect says that while the feature of the case first in the intimation that external interference with the Wabash or the employes will be treated as lawless—*Extracts from Editorial, Chicago Daily News, Morning Edition, March 15, 1888.*

JUDGE GRESHAM'S decision in the Burlington-Wabash case puts the question whether a railway may lawfully suspend receipt of freight with a connecting road through fear of striking by employes of the latter road, or as a common carrier is plainly stated. It must be answered that it may not, and must submit to the regular course of business, and it is to be hoped that the decision will confirm this opinion to urge that to comply with the law will bring the road into trouble. Besides, it is not the force of the decision was lost because the Wabash attended the Wabash regarding the hauling of Burlington freight. Had the Wabash refused to obey the decree there is no doubt that a peremptory order would have been issued by the court, and Receiver Thomas McMullin commanding him to obey the law, and let labor troubles take care of themselves.—*Editorial, Chicago Times, March 15, 1888.*

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THE COUNTRY IN GENERAL.

DIGNITY OF MANUAL LABOR.

Sermon by the Rev Mr. Collyer on the Nobility and Worth of the Workman.

The knot of strikers who killed yesterday at the switch in the church of Mr. Wash it was not a mob of ignorant foreigners. They were Workingmen, and had much to say about the dignity and worth of manual toil. He said that the laboring man was the foundation of all society and viewed the workingman as the best citizen. He was the man who built the cities and made the ground and whole-some truth

THE C. B. & Q. BOYCOTT

CHICAGO, ILL., MARCH 16, 1888.

CHICAGO.

CAN THEY RETREAT?

THE HERALD has never lost sight of the fact that the Chicago, Burlington & Quincy Railroad is one of Chicago's strongest and most faithful arms. It has not failed us. Its securities have never been blemished with the slightest tinge of bad faith, and in enterprise it has equaled its proudest rival. That it should have come to a misunderstanding with the great Brotherhoods of Locomotive Engineers and Firemen was a matter that every friend of the road regretted as deeply as could the shareholders themselves. It must be remembered that the company did not turn away its men or cut down their wages. It refused to change its customary methods of discipline and operation, of which no especial complaint was made, save that they differed essentially from the customs of the Brotherhoods.

The engineers and firemen struck and have been out for several weeks. It is but proper in THE HERALD, while regretting their action, to testify that they have borne themselves with a steadiness justifying the high repute in which their organizations stand with the American people. They said they would be peaceable, and their word was the voice of prophecy. Their silent inaction has been far more potent than the riotous procedures of railroad strikers in the past.

That the Brotherhood saw fit to invite a contest so formidable, threatening the entire structure that has been erected since 1877, can only cause a feeling of sorrow everywhere. That they have succeeded, or can succeed, must appear less probable with every successive day. It does not seem to THE HERALD that there would he the least discredit to the organizations in declaring the fight a defeat, and retreating, like any great commander—like the successful Wellington in Spain—to safer ground. The Brotherhoods have much to lose that need not be risked in this one battle. And the chief possession of this kind is the high esteem of the public for that industrial body which, since 1877, have not been tempted into a general cessation of its useful and responsible toil.—*Editorial, Chicago Herald, March 16, 1888.*

WITHOUT noticing the first cause of the existing strike, it is to be said that the Chicago, Burlington & Quincy road has managed its affairs with great skill. It has quietly and quickly possessed itself of a body of skilled engineers and firemen to take the places of the men on strike. It has conducted its suburban service without serious inconvenience to the business of this city, it has moved its freight and general passenger traffic with a celerity that is astonishing when the difficulties surrounding it are considered. In fact, it has impressed the public with a favorable opinion of its administration. And it is also to be said that the calm and law abiding attitude of the men on strike has gained the approval of men who see no good cause for the existence of a strike. It is also to be said that the public will have no sympathy with the management of roads that delay or hinder the transfer of Chicago, Burlington & Quincy freight on plea of dread of strikes among their own workmen. The provisions of the inter-state commerce bill must be observed in good faith; they must be neither disobeyed nor evaded.—*Extract from Chicago Inter Ocean, March 16th, 1888.*

JUDGE GRESHAM'S DECISION

The decision of Judge Gresham in the Burlington Wabash case is, so far as it goes, a judicial affirmation of the doctrines which have been stated by THE TIMES with respect to the duties of common carriers and the wrongfulness of outside interference with them in the discharge of those duties. One of these doctrines is that it is the duty of a railroad company to exchange traffic on like terms with all connecting roads and unlawful for it to refuse to do so or to discriminate in this regard against any road. Another of them is that it is unlawful for any man or any number of men to prevent or hinder the discharge of this duty by any railroad company.

Judge Gresham decides that "although the property of the Wabash company is in the custody of the court it is operated by the receiver as a common carrier. His rights and duties are those of a common carrier." The decision relates, therefore, to the duty of the receiver not as an officer of the court but as a common carrier. His duty is the same as that of any other common carrier, and the doctrines laid down by the court are applicable not only to Receiver McNulta, but equally so to all other common carriers.

What is his duty? The court says: "He is bound to afford to all railroad companies whose lines connect with his equal facilities for the exchange of traffic. It is his duty to receive from and deliver to other connecting roads both loaded and empty cars. He can not discriminate against one road by maintaining a policy of non-intercourse with it." In thus stating the duty of the receiver of the Wabash the court states his duty as a common carrier and lays down a doctrine applicable alike to all common carriers—the Belt line, the Rock Island, the St. Paul, as well as the Wabash. Although the court did not issue the peremptory order asked by the Burlington, because the action of the receiver had rendered it unnecessary, it declared plainly what the law is and left no room to doubt that the order would have been issued had it been necessary.

The officers of other roads evidently have no doubt about that. Those whose opinions were given in THE TIMES of yesterday morning accept the doctrine laid down by the court as of general application. Most of them intimate their purpose to shape their course accordingly, though there are two who have not yet done so. One of these is General Manager St. John, of the Rock Island, who says that his company will take the bearings of the decision under advisement. Another is Superintendent Collins, of the Milwaukee and St Paul, who expresses the somewhat Bunsbian opinion that there are times in a great public crisis when it is better to invite the consequences following a policy of non-intercourse rather than precipitate a general strike and total suspension of business. Whether it is his opinion that the present is one of those times does not appear. To people who look into the matter a little and do not regard it from the interested standpoint of a competitor it will probably occur that if it is better to violate the law than to precipitate a general strike at one time it is better to do so at all times when a general strike and suspension of business is threatened by a "brotherhood" seeking to enforce its lawless will against the laws of the land and the best interests of society. It may occur to them, too, that the disregard of law is contagious, and that if a railroad company sets a bad example in that respect it is liable to be imitated to the disadvantage of the company.

As regards interference to prevent a company from doing its duty as a common carrier the court lays down the law plainly enough. After disposing of the particular charges against the "brotherhood" Judge Gresham says: "For the present it is sufficient to say that the court will protect the property of the Wabash company in its custody. The employes of the receiver can not be compelled to remain in his service against their will, but neither they nor others will be permitted to interfere with or disturb the receiver or his subordinates in the possession or direction of the property in his custody. Lawless interference with the receiver and his employes in the discharge of their duty will not be tolerated."

From the context the plain inference is that the court would regard a refusal of Wabash engineers to obey the orders of the receiver to haul Burlington cars, coupled with an attempt to prevent such orders from being executed by themselves or others, as lawless interference with the receiver. The men can leave the service of the receiver rather than haul Burlington cars if they please, they cannot be compelled to remain in his service against their will. But if, after leaving his service, they obstruct his efforts to move these cars in the discharge of his duty they will be guilty of lawless interference and liable to be punished.

This is plainly the doctrine, and it is as applicable in the case of property not in the custody of the court as in the case of the Wabash property. The mode of protection may be different, but the principle is the same. Men cannot be compelled to remain in the service of a company against their will, but they may not "interfere with or disturb" the company "in the possession or direction of" its "property." What will be held to constitute unlawful interference or disturbance is not distinctly defined for obvious reasons. But it is easy to infer that many of the acts performed at the instance of the strike commanders would be held to be lawless if it should become the duty of the court to pass upon them.

It is said that Judge Gresham's decision has given satisfaction to all parties concerned. If that is so all parties may fairly be expected to conduct themselves conformably to the principles laid down in the decision. And if they do there will be a speedy end to the non intercourse lawlessness of certain companies and the interference lawlessness of the strike commanders and their commands.—*Editorial Chicago Times, March 16, 1888.*

THE COUNTRY IN GENERAL.

PAY ACCORDING TO WORK.

The locomotive engineers threaten to stop travel and traffic throughout the country if their demands are not granted by the Burlington and Quincy. It is in the last degree important for the public, and for the engineers themselves, to know precisely what these demands were before the contest takes such form that the deliberate opinion of fair minded people will have no weight. It appears that the engineers made a number of demands, duly formulated and printed. They wanted pay governed solely by miles run, abolition of classification according to experience and excellence of service, an average increase of pay, no more examinations or tests of fitness except such as the committee of the Brotherhood might approve, and restraint of the management in other points. Chief Arthur says:

"Our men went to the company with the propositions printed. We did not expect to get all that we asked for. You know it is usual to ask for more than you expect."

He then said that they did concede that the rate of pay instead of 3.5 cents a mile for some and 3.8 cents for other engineers, should be 3.5 cents per mile for all, and added:

"We were not prepared to make further cessions on Article 3, but we were prepared to make material concessions on nearly every proposition that followed. But I want to state here most emphatically that none of the other propositions were considered or discussed. We split on the third proposition, and on nothing else. Hence when Mr Stone sends out the whole document which we laid before him, as our demands and as demands upon which the men struck, he misrepresents the whole case."

To this Mr. Stone, the general manager, makes definite reply as follows:

"I asked the chairman of the committee of our engineers, Mr Hogue, if he could modify in any way the demands as they were published, to which he said he could not modify them in any respect, that the demands as written out were exactly what they wanted, nothing more and nothing less."

From these statements it is clear that the men did demand much besides an increase and equalization of pay, though Mr Arthur states that they were ready to concede on other points, while Mr Hogue said they were not. But on all hands it is agreed that the classification is now the main point of controversy. The men demand that all engineers be paid alike, whether new or experienced, whether uncertain in habits and judgment or of proved and superior merit, whether running on the simplest and safest or on the most difficult classes according to the kind of work they have to do, and also in different classes according to their length of service and their experience. It refuses to change, because, first, it desires to stimulate the improvement of men by increased pay for merit and experience; second, because it holds that the superior and more trustworthy service is worth the better pay; third, because it holds that the more difficult, more responsible or more dangerous runs should be better paid than others, and finally, because it wishes to encourage emulation among its own firemen, who learn the nature and peculiarities of the road and service, by promoting them, instead of being compelled to employ any engineer from other roads who may happen to be out of employment.

Which of the two positions is for the true welfare of labor? It is hard to see how any dispassionate person can doubt about it, the premiums paid for good service and experience are surely beneficial to the engineers themselves, as they are wise for the company. It is surely right for the men, as it is for the public, to have pay graduated as far as possible according to the real value of work done. How comes it to pass that the men insist upon a different mode? In every department of work, no matter what, those who really excel are not the majority.

The majority of engineers, unwilling that a minority should get higher wages for excellence and experience, demand equal payment for all. For themselves, the majority want part of the increase which others have fairly earned by longer service and greater merit. Though the men already receive $4 to $5 a day, they demand more for themselves, with less for the men who deserve most, and less inducement for any to deserve more.

The position of the Brotherhood of Locomotive Engineers in this matter is against the rights and welfare of labor, and hostile to the best interests of society. The engineers should be convinced without delay that public opinion cannot sustain them if they assail the industries and trade of the whole nation for no better object than to compel assent to the demands above defined.—*Editorial, New York Tribune, March 16th, 1888.*

CHIEF ARTHUR and his Brotherhood have struck a bigger obstacle, probably, than they looked for—they have run up against the United States Courts. The Burlington Company has indirectly obtained an injunction against them and an order requiring another company to handle freight from the Burlington. The effect of this new complication will be keenly watched. It will doubtless mark the critical point in the strike and determine whether this Brotherhood has wholly forfeited the respect which it has hitherto enjoyed and really thinks that the American people will sit by idly and submit to having the traffic and travel of a continent blocked even for a day on the order of Chief Arthur. It is not yet too late for Mr. Arthur to beat a more or less graceful retreat.—*Editorial Note, New York Tribune, March 9, 1888.*

ALONG THE C. B. & Q. LINES.

The strike of the engineers on the C., B & Q Railway, now on, is one of the foolish things for which no unprejudiced man can account. Here are 1500 men, getting, as a rule, good wages, with cash every pay day and never any danger of failure, who at the mandate of one man simply throw away their income and do nothing for a week, a month or a year, as may he ordered. What would these men have said if the C., B & Q company had said to them, without warning, once every year, "Gentlemen, you can leave your work for three months, we have no use for you during that time." And yet they subject themselves to the most complete tyranny without a murmur. Men talk of tyranny, and monopoly, but where can anything worse be found than in the record of the bosses who control the working brotherhood? Why should a man give up his individualism, his manhood, at the command of any chief whatever? Why should he beggar his family to gratify an Irons, a Powderly or an Arthur? The question is not simply an issue between the engineers and the C, B & Q Ry Co. It involves the business of millions of people, and sooner or later, if strikes continue, the people will take hold of the matter and settle it.—*Editorial, Hinsdale, Ill, Record, March 15, '88.*

PLAIN TALK FROM THE EAST.

The Eastern papers are talking with a great deal of plainness and emphasis in regard to the strike on the Burlington road in the West, and in regard to the action of other railroads in refusing to take cars and interchange freight with that company. The *Philadelphia Press* has a vigorous article on the subject, in which it deals with the matter very positively, and expresses itself in the following energetic manner:

"The refusal of connecting roads in Chicago to carry Chicago, Burlington & Quincy freight raises the issue whether the strike of 1,500 men or the law and order of 60,000,000 is the stronger. In the end this can be settled in only one way, and for all concerned it cannot be settled too soon. Every Western railroad manager who is dodging his duty as a common carrier by refusing Burlington freight will live to regret his cowardly disregard of law, which, so far, only one railroad president has had the courage to obey, Charles Francis Adams, Jr., president of the Union Pacific. Fortunately, the inter state commerce law makes it possible to force railway officers, by summary criminal process, to do their lawful duty under pain of fine and imprisonment, and, judging from past experience in railroad cases in the United States Courts in the West, the law will be enforced with prompt and salutary vigor. The railroad managers of connecting lines who cynically said that they preferred a lawsuit to a strike may discover that the law provides sharper penalties than the costs of an unsuccessful suit for its deliberate disobedience.

"The early and efficient execution of the law in these cases is at once justice and mercy to all concerned, and to none more than to the engineers themselves. The right to take work or to leave it is one in which the community has protected, and always will protect labor. The attempt to obstruct the work of others never can be conceded. The deliberate nullification of law, whether it is permitted for a season or treated with easy and mistaken leniency, must and will be suppressed to the end that this must be a government, not of men, but of law. It is cheaper, better, and safer to do this at the start, for while public sympathy is always, and generally with right, on the side of the strikers, the public conviction that the law must be obeyed is stronger still.

"Labor will be the first to suffer, and will suffer the worst if the door is opened to anarchy by permitting any self selected body of men to stop the lawful operation of railroads in defiance of law. The American people would not trust this power to any man or men of their selection, and they will not concede it to 1,500 men to use at will in settling a dispute about their wages."—*Iowa State Register, Des Moines, Ia, March 13th, 1888.*

STATE GOVERNORS AND THE STRIKE.

Gov Larrabee and another governor are reported as having concocted some good advice for the benefit of Mr Perkins of the C B & Q, the gist of which is that Mr Perkins ought to feel ashamed of himself and should immediately grant the brotherhood of engineers and firemen's association the things they strike for or agree to arbitration.

Perhaps we had better take a look at the origin of the strike before we consider the advice of the two governors. The brotherhood of engineers summoned the railroad managers of the C. B. & Q combination to Chicago some weeks ago, and for several days they negotiated concerning a new schedule of rules and regulations that the brotherhood had prepared as a substitute for the old rules that had been agreed upon for the government of the employers and the employers in their dealings with each other.

Among these rules was one that provided a certain mileage rate which was not only an advance on the average pay hitherto enjoyed by engineers and firemen, but was a departure from the custom of the companies in the matter of grading their men according to length of service until the close of the second year of engineerhood.

Mr. Perkins offered to make the pay of the engineers and firemen equal to that established by other companies in the northwest, but said that the situation would not permit him to offer any more than his competitors were paying. This offer was refused and the brotherhood did not withdraw previous to the strike any one of the conditions of the new schedule.

After the strike had continued for about a week and the C. B. & Q. and the branch lines had with great effort and at great expense procured from the east a sufficient number of engineers and firemen to run their passenger trains and were gradually manning their freight trains also under the promise of permanent engagements to all who should prove themselves competent to handle trains, Mr Arthur, for the first time, declared that the only thing that the brotherhood really insisted on was the matter of pay. He declared that the engineers merely wanted as much pay as other lines were giving and that all the other conditions in their schedule were immaterial.

Now the two governors come in and say that Mr Perkins is very much at fault in refusing to pay his men as much as other roads are paying and that he ought to concede the demands of the brotherhood.

Manifestly Gov. Larrabee is either an ignoramus or a dodger. The time to have thought of this was before the strike when Mr Perkins offered to settle the difficulty by giving the same rate of pay that the other roads had established was open. The attempt now to lecture him, because he cannot consistently or honorably discharge the men he has been forced to employ to keep mail, passenger and freight trains on his line moving, and take back all of his old employes who refused his offer previously to the strike, is in bad taste. It is not only in bad taste, but is the advocacy of a suicidal business policy that would concede a principal utterly destructive to the railroads and the public that does business with the railroads.

The attitude of the brotherhood today is that unless the railroad connecting with the C, B & Q lines refuse to carry freight delivered at common points to them from the C, B & Q they will also strike on those lines and tie up the business of the entire country. They claim that they have no grievance against these other lines whatever, but that they will utterly prostrate their business and the business of the whole country unless these lines proceed to violate the interstate law and discriminate against the C, B & Q roads.

At such a time it is the duty of the governors and all others in authority to see that the law is respected, and not to join hands with those who propose to set the law at defiance.

It is a question of the power of the brotherhood to carry out a boycott against a corporation. If they can successfully boycott a corporation they can follow up the demonstration by boycotting a firm successfully, as was attempted when the Reading employees struck at the behest of the Knights of Labor to enforce a boycott declared against an elevator firm.

If a firm can also be successfully boycotted by an order that none of its freight shall be carried on any railroad, then an individual who happens to be out of favor in any assembly of Knights of Labor or any branch of an engineer's brotherhood may also be outlawed and prohibited from doing business over any road. Now the government of the United States has prohibited the owners of railroads to boycott anybody in this way, and it is a pretty state of affairs that a secret society of employes of the same roads can do with the property what the owner thereof would be fined and imprisoned and financially ruined for doing. The governors had better do business on the legal plan, or take in their signs. When a state executive or a legislature or a congress or a president undertakes in any way to enforce a boycott, the country will have to bestir itself or it will be wrecked.—*Editorial, Nebraska State Journal, Lincoln, Neb, March 13, 1888.*

IF the question at issue were merely one of wages, there might be sound sense in the appointment of a Congressional committee, employed to proffer its services as an arbitrator. According to the report of the State Board of Arbitration between employers and working men of Massachusetts for last year, it met with very gratifying success in terminating and avoiding strikes where the differences involved related to wages. But the board's success had its limits. When the question of union and non union came up, or any other in which there was a difference on some irreconcilable principles, its services were vain.

But as we do not understand that there is any half way place between the paying according to a uniform rate and a classified one, there does not seem to be any basis for arbitration. If the company would agree to pay on the uniform principle, it might be a subject for negotiation what the uniform wages for competent engineers and firemen should be, and, *vice versa*, if the enginemen would accept pay according to a classified schedule, an impartial committee or board of arbitration might settle what change on the $2.55, $3.10, and $3.05 rate would be a fair equivalent to the men for a uniform rate equal to what is being paid on other roads for similar services.

The men, moreover, claim the adoption of certain regulations which the company can neither yield nor submit to arbitrators, as they involve the surrender of the railway property and responsibilities.—*Editorial, Daily Herald, Council Bluffs, Ia., March 12th, 1888.*

GOING TO DEFY THE GOVERNMENT.

From the Keokuk Gate City.

United States Judge Bundy at Omaha has enjoined the Union Pacific Railroad from refusing to haul cars of the C B & Q. A dispatch from Denver says: "The strikers are somewhat excited over a rumor that the United States Court at Omaha would compel the Union Pacific to handle Burlington cars, but the men declare that the courts cannot force them to touch the objectionable brand, and they will all walk out first."

That is they are going to set the Brotherhood above the Government of the United States and obey the Brotherhood rather than the Government. That comes of making a Brotherhood take on powers of government instead of confining itself to true limits of such an organization. These gentlemen are getting into very seaious quarters. If they think they can defy the Government of the sixty millions of American people and nullify orders of the ferderal courts, they are very much mistaken. They will find themselves resisted just as the Southern Confederates and the Chicago Anarchists. A man cannot "walk out" of his duties and the commands of the government of the United States. Soldiers have [illegible] and found themselves court martialed and shot for it. If a United States court tells a railroad to haul Q cars, the Brotherhood engineers will have to do it, or else leave the territory of the United States before the government can catch them. The Brotherhood is scarcely ready to begin a war on the United States government.—*Iowa State Register, Des Moines, Ia., March 13th, 1888.*

THE leaders of the strike are treading on dangerous ground. If they order a general strike they may find they are liable to arrest for conspiracy against public interest, and it will take Congress but a short time to perfect necessary legislature, if any is required. They cannot be permitted to call a halt in all the industrial interests of the nation.—*Editorial Note, The Argus, Sandwich, Ill., Mar. 10, '88.*

PUBLIC opinion is gradually crystalizing into the conviction that some authority must be found to restrain the interference of trades unions with the public right to the use of common carriers.—*Extract from editorial St. Paul Pioneer Press, March 13, 1888.*

THE RELIGIOUS PRESS.

THE RAILROAD STRIKE.

The engineers employed by the Chicago, Burlington and Quincy railroad struck early last week, and at this writing still maintain their attitude of hostility to the company. Nearly or quite all of them belong to the Brotherhood of Locomotive Engineers, and the strike was ordered by Mr. P M Arthur, the chief of the organization. The grievance of the men, as stated, is the refusal of the company to adopt a uniform rate of payment for all its engineers. But other demands are made, for instance, that no engineer or fireman shall be discharged by the company except after a trial of his case by a tribunal of three, viz., an engineer or fireman selected by himself, his master mechanic, and the superintendent; that examinations and tests shall be abolished, except such as the general manager of the company and the general grievance committee of the Brotherhood may agree upon; and that engineers, firemen, their families, and members of the Brotherhood shall be allowed to ride free.

The company now pays experienced men more than inexperienced, but the men demand equal pay for all. The company has offered "to take up the wage question at any time, and adjust any inequalities," *i. e.*, any cases of unfairness, but it naturally refuses to pay the comparatively inexperienced engineer of a gravel train, or of some short local branch train, as much as it pays the man who takes the lightning express over a long run, including many dangerous reaches of track. Indeed, when examined closely, the demand of the strikers seems to be not for only an equalization, but an increase of pay, and the grounds of this demand are hard to be discovered. It is declared that Chief Arthur was most reluctant to order the strike, and we easily can believe it. It is not pretended that the strikers have not received good wages. This they admit, and their average pay as stated to have been $4.40 a day, while some of them have received as much as $180 a month.

The company was inconvenienced gravely for a day or two after the strike began, but soon received many applications for the vacancies, and most of its trains are now running as usual.

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The striking engineers now threaten to withdraw railroad engineers and firemen throughout the West from work unless the company yields, but this is hardly possible, and, if it were to be done, it would be the most suicidal step which the Brotherhood could take.

The Chicago, Burlington & Quincy road has had the reputation of treating its men justly and considerately, and the Brotherhood of Locomotive Engineers has been supposed to be the most conservative and discreet of all the labor organizations. To find these two thus sharply in conflict is indeed surprising. At first public opinion, largely ignorant of the facts, was disposed to assume that the cause of the strikers—they being what they are, and having so creditable a record—must be just, and that probably they would win. But it already has become clear, as the inside truth of the case has come to light, that the Brotherhood has failed to show its customary discretion, and has made a misstep which is likely to involve its ruin. No matter if Chief Arthur is willing to abandon the other specified demands on the company except that in regard to wages. They are wholly unreasonable and never should have been made, while that relating to wages does not seem just, and however just, should not have been enforced by a strike.

No organization has the right to impede the travel and commerce of a nation, even for a day or to, for any such a reason. To do this is as foolish as it is dangerous, for it at once arouses public indignation, and arrays against the strikers the very popular sentiment without the support of which they are impotent. The change of prevailing opinion about the merits of this strike has been most significant, and, if it be attempted to execute the threat of the strikers—to paralyze the railroad traffic of the whole West rather than yield—their organization will be a by-word within twenty four hours after the attempt is made, if, indeed, any signs of its existence can be found.—*Editorial, The Congregationalist, Boston, March 8, 1888.*

Issued by the Passenger Department of the Chicago, Burlington & Quincy Railroad.

THE C. B. & Q. BOYCOTT

CHICAGO, ILL., MARCH 17, 1888.

CHICAGO.

JUDGE GRESHAM'S DECISION.

Burlington vs. Wabash

Although the property of the Wabash company is in the custody of the court, it is operated by the receiver as a common carrier. His rights and duties are those of a carrier. He is bound to afford to all railway companies whose lines connect with his equal facilities for the exchange of traffic. It is his duty to receive from and deliver to other connecting roads, both loaded and empty cars. He can not discriminate against one road by maintaining the policy of non-intercourse. More need not be said on this question, as the receiver has wisely rescined his instructions which discriminated against the petitioner, and he has no purpose or desire to deny to the petitioner any of its legal rights. Although the petitioner has accomplished its chief purpose in invoking the aid of the court, it is urged by its counsel that persons belonging to the Brotherhood of Locomotive Engineers, and especially P. M. Arthur, who is chief officer of that organization, have interfered with the receiver and his subordinates in the management of the Wabash property, and that they should be punished for their illegal and contumacious conduct. The receiver and his counsel make no such complaint. On the contrary, the receiver declares that there has been no interference with him. While the affidavits submitted in support of the petition show that Mr. Arthur sent a telegraphic message to the engineers of the Union Pacific Railway Company at Omaha, directing them to haul no cars of the petitioner, it does nor fairly appear from the evidence that the engineers in the service of the receiver received such orders by telegraph or otherwise. For the present it is sufficient to say that the Court will protect the property of the Wabash in its custody. The employes of the receiver can not be obliged to remain in his service against their wish; but neither they nor others will be permitted to interfere with or disturb the receiver or his subordinates in the possession and operation of the property in his custody. Lawless interference with the receiver and his employes in the discharge of their duties will not be tolerated. It is proper to state, however, in justice to the Wabash engineers, that they do not desire to maintain an attitude of defiance to the law, and that they are now willing to aid the receiver in the lawful and successful administration of his trust. The receiver's answer renders it unnessary for the Court to do more than direct that the petition remain on file for future action should there be occasion for it.—*Chicago Inter-Ocean, March 15, 1888.*

THE OBJECT OF THE STRIKERS.

The strike on the Santa Fe Road goes far toward justifying Attorney Crawford's boast, "So far as the Chicago, Burlington & Quincy road is concerned the strike is at an end; it is now fighting a conspiracy and a boycott." The road is doing business along its own lines, with very commendable promptitude. The object of the strikers now seems to be obstruction of the passage of its transferred freight on other lines. It is an object that will meet with the disfavor of the public, and it is a policy that can not work good to its projectors. There is no justification of obstruction of general traffic as a means of revenge upon a road that has proven itself capable of conducting its business successfully in despite of a skillfully arranged strike.

On no line of road could a strike be less justifiable than on that of the Santa Fe. It has been generous in its treatment of its employes, it has recognized what have hitherto been considered the conservative tendencies of the Brotherhood of Locomotive Engineers by placing at least ninety per cent of its engines under control of members of that order, it has always been willing to arbitrate differences between the management of the workmen. Above all it has kept itself free from complications growing out of the strike on the Chicago, Burlington and Quincy. The men have gone on strike from no cause that is apparent except that of desire to force the road into violation of the law of the United States. A strike with such a motive cannot but end disastrously to its originators. If there be any motive on the part of the Santa Fe strikers other than of coercing the road into a breach of law, it should be made plain, and that quickly.

It is not possible that the Santa Fe or any road can yield to a lawless demand. The courts have indicated a determination to enforce the law as to transit of goods transferred from one road to another. The public is behind the courts. The law which was made to protect the people from the rapacity of carrying companies is equally powerful to protect it from conspiracy on the part of employes of carrying companies. In the case under consideration the element of ingratitude would seem to be added to foolish action. It is but a short time ago that the Santa Fe Road entered into a more than equitable agreement with its men; on no road have the claims of labor been more fully recognized. The Santa Fe strike seems to be without parallel in the history of labor disturbances. It is without a single element that appeals to popular sympathy.—*Editorial, Chicago Inter-Ocean, March 17, 1888.*

PROFESSED RESPECT FOR LAW.

The strike commanders have a legal adviser who advises them not to say much to reporters and who takes it upon him to present their case to the public. This adviser is reported as saying, in effect, that the policy of the strike commanders is to make the most persistent struggle against the Burlington system of compensation and classification without violating any law. They seem to be aware that in employing the methods of strikers they are very liable to transgress the law, and to have employed a legal adviser to tell them just how much bending the law will allow without breaking. They do not care to know what is right for them to do, but they do care to know just how much they can do without laying themselves liable to the penalties of the law.

Referring to Judge Gresham's declaration that no unlawful interference with the Wabash receiver in the discharge of his duties will be tolerated, the adviser interprets it as a declaration that no unlawful interference with the Wabash property will be tolerated. He says that no injury will be done to that property by such of the employes upon it as belong to the Brotherhood of Engineers. "They will," he says, "show no disrespect to the court whose officers are managing the road." But he gives a hint of what they may do when he says that the men are entirely satisfied with Judge Gresham's declaration that men can not be forced to work against their will and when he points to a statute of Illinois which recognizes the right of employes to quit the employment of a railroad company by concert of action.

A further taste of the quality of the advice the strike commanders are getting is to be obtained from the adviser's statement respecting conspiracy. He is reported as saying: "If an unlawful combination is made willfully and maliciously to injure the property, business, or employment of another person or corporation those making it are guilty of a crime and can be punished for such crime. But that is not the case in the Quincy controversy. No one has any malice toward that corporation. No one is seeking to injure it. . . . There will be no conspiracy entered into by the engineers of the brotherhood to injure the business or property of the Quincy." He is further reported as saying that the injury which is being inflicted on that property is the work of "the incompetent engineers who have taken the place of the brotherhood, and who are 'burning' and 'pounding' its engines. The brotherhood men have an affection for their old companions—the engines. They always cared well for them, even at the peril of their lives. They will never abuse them."

This is an insensible slipping away from a broad and true view of injury to a narrow and extremely physical view. THE TIMES is not aware that the enginemen who have quit the service of the Burlington, or others of the "brotherhood," have been accused of conspiring to do physical harm to the engines, roadbed, or other material property of the company. That is not the point. The statement of the legal adviser that no one is seeking to injure the Burlington corporation brings us to the point. Is that statement strictly true? Is not someone seeking to injure the "business" of that corporation? Are not the men who are making the most persistent struggle against the corporation's system of compensation and classification seeking to injure its business? If not, the situation is generally and greatly misunderstood.

It is an admitted fact that since the engineers of the brotherhood left the service of the Burlington other companies have refused to interchange traffic with it. It is understood to be the fact that some of them still refuse. The obvious effect of such refusal is to inflict injury upon the business of the Burlington. This is so obvious as to warrant the inference that the object as well as the effect is to injure its business. It is not to be denied that some one is seeking to injure its business. Who? Is it the connecting roads? Are they availing themselves of the strike for the purpose of inflicting injury upon the business of the Burlington? They are violating the law as it has been judicially interpreted. They admit the fact, and plead in extenuation that they must violate the law or their engineers will quit their service and immense injury will result not only to their business but to the general public. Is their plea substantial?

There have been reports of agreement between these companies and the officers of the "brotherhood" to the effect that the companies would not interchange traffic with the Burlington. These reports have not been denied. In fact, their truth has been admitted almost expressly by the officials of the companies. There have been reports of expressions by the brotherhood managers to the effect that connecting roads must observe "neutrality"—meaning that they must refuse to interchange traffic with the Burlington in violation of law—or they, too, would be tied up. Such expressions are no longer heard now that the managers have a legal adviser, but it is not denied that they have been used. Neither is it denied that brotherhood men have refused, and still refuse, to haul Burlington cars over their roads.

The inference is irresistible that the brotherhood is seeking to injure the business of the Burlington. The management of other roads may not be sorry, but that does not make any difference as to the attitude of the brotherhood. Perhaps sometimes the legal adviser may have an opportunity to convince a court that there is no conspiracy in the case.—*Editorial, Chicago Times, March 17th, 1888.*

THE BURLINGTON STRIKE.

We have held for the last three weeks that the strike of the Brotherhood of Locomotive Engineers was without foundation, to redress a real grievence. We early in this controversy held that as a rule the people were in sympathy with the working man. This time it seems to have been reversed, as stated in the initial article; the sympathy of the people this time curious enough, is with the railroad company. Why? The Brotherhood attempted to dictate how the Burlington should manage their business. It never has worked, and will not to-day, however much demagogues may prate about the rights of the loborers. Laborers have rights. One of these is a right to say what they will work for.

If a corporation deals unjustly with their employes, public opinion will be so strongly against them that justice in the case quickly follows. In this case the Brotherhood dictated to them certain propositions, by which the "eleventh hour" man should receive the same pay as the man who has grown up with the road, had become acquainted with the contingencies that might happen, knowing the road, every rod of it. Nevertheless, when the crisis came, upon the order of the chief, every man, good, bad and inferior, promptly struck, leaving the road as they supposed, without competent men to run the engines. Not so; the road found men, not so good as the best, who could run the engines. Then came the order to prevent the handling of Burlington freight, consigned to other roads. It looked as though the strikers had the company on the hip. But just here the Supreme Court, acting under the inter-state law stepped in, and the Chief of the Brotherhood sagaciously saw the point, and countermanded the order. It was timely. The closing of the commerce of the West was not carried out.

The Burlington in the meantime had secured a force of more than half of their full working force of engineers, and the passenger business is running smoothly, and the freight traffic is not suffering seriously. What the outcome will be cannot be determined just yet. It is measurably safe, however, to say that the backbone of the strike is broken, and it is quite as safe to say that no strike that has not the sympathy of the community at large can be permanently successful. Certainly the farmers should not be in sympathy with this strike, that caused the withholding of their products at a time when there was a chance to their benefit in the rise in the prices of their products earned by hard days work.—*Editorial Farmer, Field and Stockman, Chicago, March 17, 1888.*

THE ENGINEMEN'S STRIKE.

The end of the strike is not yet, and it is not possible just now to predict the end. The Chicago, Burlington and Quincy road has evidently got the best of its late employes in anything like a fair contest. Not that the business of the road is running as smoothly as either its management or the public could wish, but it is getting along well enough to make the road stubborn and determined not to give up. This fact makes it necessary for the strikers to either capitulate or to involve other roads and still further incommode the public. There is no pretense of dissatisfaction between the other roads and their employes, but they are to be used as a club to beat out the brains of the C. B. & Q. The action of the strikers in this direction smacks strongly of conspiracy against the law and hence approaches anarchy. The Inter State commerce law provides that no roads shall refuse to handle freight that is delivered to it by a connecting road. The Brotherhood of Locomotive Engineers demands that no road shall handle the C. B. & Q. freight under penalty of having their men called off. The enginemen pretend that the law will not touch the roads under such circumstances, as no law demands an impossibility. That is all nonsense. When the law says that a road must receive freight from another road and transmit it, it means that it shall do it, and it must do it, except it is prevented by an act of God or war. Nothing else will excuse it; and if it does not do it, it must answer for the neglect. The engineers, therefore, are deliberately proposing to place these corporations in a position in which they must violate the law, and yet suffer the consequences.

There is reason in all things. THE WESTERN RURAL does not propose to attempt to pass upon the grievance, or supposed grievance, of the C. B. & Q. engineers. They may have good cause of complaint, and usually the railroad monopoly gives plenty of cause of complaint to all who have dealings with it. But no class of men have the right to throttle the public in order to punish somebody else. It is not wholly a question of right and justice to these striking engineers. They owe something to society of which they are a part. They have no right to fall back in the breeching and stop the wagon, simply because things are not going to their liking. If they want to rule or ruin everybody they should get out of civilized society in which every man agrees to devote himself for the interests of the whole. If the strikers have a real grievance it is a pity that they cannot obtain relief, but they have no legal or moral right to ruin the business interests of the whole country in order to right their wrongs, at best insignificant when compared to the mighty public interests. * * * —*Editorial, The Western Rural, Chicago, March 17, 1888.*

THE SANTA FE STRIKE.

The extension to the Santa Fe road of the strike of the railroad engineers is but a feature to have been expected of a struggle of the kind now on. A road in no way interested in the original cause of difference is dragged into the thing because it refuses, or is held to refuse, to assist the strikers by varying its usual order of business. The engineers lay down the proposition that railroad companies other than the one with which a fight is going on must not remain merely passive, but must actually refuse a part of their usual business to assist strikers. They demand what amounts to an actual contribution to their cause—the loss of part of the income of disinterested roads.

The community will not long endure the burden laid upon the disinterested when strikers assume such an attitude. That a second railroad should be crippled, that entire communities should be annoyed and subjected to loss because it is deemed necessary by the brotherhood to do so in order to win a point in a distant struggle, is a thing both illogical and insufferable. The American public is not one that can be intimidated into supporting any cause. The brotherhood has been guilty of something worse than a blunder; it has committed what amounts to a business crime.

It may be that strikers often run a chance of success only by extending a business blockade, but the right to do so is not for them. They will admit that it is not allowable to wreck trains and burn bridges, but the actual money loss caused by such acts is a trifle compared with that resulting from such a movement as that on the Santa Fe road, while in the latter case entire communities suffer as well as a railroad company. It is well that the bald features of the situation should be comprehended.—*Editorial, The Chicago Mail, March 16, 1888.*

THE COUNTRY IN GENERAL.

A SWITCHMAN'S VIEW OF THE STRIKE.

Editor Globe Democrat

KANSAS CITY, MO., March 10, 1888.—While so much is being written concerning the Burlington strike, and the whole country is interested in the outcome, would it not be well to commence looking up the real causes of this trouble in a reasonable and practical manner? So much continues to be said in favor of the engineer that those totally ignorant of his duties, except as they see him pictured as the brave, generous and self sacrificing hero, begin to consider him a much abused man, when, in fact, those that write the most of this kind know the least. The press has been influenced in educating the public mind up to the point wherein the engineer is the only man on the train that possesses good qualities worthy of notice. Now, who is the engineer and how is he made? Taking into consideration the fact that engineers are first employed, as a rule, as wipers or helpers around the shops, can it be possible that they possess superior intelligence, in order to secure this class of employment from which they are chosen as firemen, but not on account of their intelligence (what railroad man ever heard of a master mechanic making any distinction on this account), but by reason of his power of physical endurance, and ability to throw coal into a fire box. From his first trip as a fireman he is separated away from the outside world and sits in his cab, sees no one's wants or needs but his own, becomes selfish and overbearing, and when he becomes an engineer he is ready to be petted and praised by the public and press. He wants, and in fact, demands the largest salary of any man on the train. My reasons for objecting to this are founded on business principles. Is he worth it? Has he any more responsibility than the brakeman, conductor, switchman or trackman, each of whom has his share of the great responsibility which, when acted upon as a whole, goes towards making railroads a success. The responsibility is exactly the same with each and every one. What brakeman but has felt this great burden of care when in the blinding snow he crawls back half frozen to flag the approaching train which is dashing into the one on which he belongs? Into whose hands is the responsibility transferred when his signal of danger is seen—the brakeman who slackens the speed of the approaching train, or the engineer who simply sounds his call for brakes and gets ready to jump off? As an evidence of selfishness, 500 or 600 Chicago, Burlington & Quincy engineers can see nothing but justice in having the United States stand still until they get what they want. The public is to blame.

A SWITCHMAN.

This strike business will in the end enlighten the people about a good many things. The above is a new view of the case.—*Daily Commonwealth, Topeka, Kan., Mar. 13, 1888.*

BUT when the brotherhood goes further, and tries to involve other railway lines which had nothing to do with the original difficulty, and threatens to bring about a general strike, in order to compass the object of the Quincy strikers by compulsory measures affecting the whole country, it oversteps the bounds of reason, law, and justice, and in reality institutes a conspiracy against the public, which not only will deprive the members of the brotherhood of all sympathy from outsiders, but also will bring its leaders within the custody of the police.—*Extract from Editorial, New York Commercial Advertiser, March 9th, 1888.*

ALONG THE C. B. & Q. LINES.

THERE IS NOTHING TO ARBITRATE

The Burlington strikers announce in a card to the public that they "are ready and willing now, and have been, to meet the officers of the Chicago, Burlington and Quincy Railroad company and arbitrate the question in dispute." But what is there to arbitrate? There is no dispute, at least not on the part of the Burlington company, and hence it could not enter into an agreement to adjust differences that do not exist. The company's basis for scaling wages is not satisfactory to the Brotherhood and it demands a radical change. This the company refuses to make. The buyer of labor is not willing to pay the price that is asked and distinctly tells the seller so. This leaves the seller free to seek other markets and the buyer free to look elsewhere for the commodity he wants. Now, where does "questions in dispute" come in, and what is there to arbitrate? The company is not necessary to the strikers, and the strikers are not by any means necessary to the company. The company is under no legal obligations to employ this or that man; neither are the strikers legally bound to work for the Burlington or any other railway company, and therefore there could be no dispute between them about labor prices. If the Burlington's offer is below the price asked by the seller for his services—why, let each go his way and try other markets. That is the natural and correct thing to do. The idea of a board of arbitrators solemnly hearing as a court of oyer and terminer evidence upon which to harmonize the difference between the price the seller of a yard of calico asks for his goods and the price the buyer is willing to pay is so absurb and ludicrous that it amazes one to see even as little a man as Chief Arthur advocating such a proceeding. There is no dispute and there is nothing to arbitrate; but there is a law to punish conspiracy against individual and property rights which should be enforced against Chief Arthur and his co-conspirators.—*Trade and Traffic, St. Louis, March 13, 1888.*

THE IOWA IDEA

The Iowa authorities insist that the Burlington company shall perform the functions of a common carrier, and that it shall employ efficient engineers to drive its trains from place to place, all of which is very proper in the authorities, but when they intimate that all the skill, honesty and trustworthiness of the country is in the possession of the Brotherhood they go a long way toward saying to Mr. Arthur that he is at the head of an organization that is not only an impregnable monopoly, but has effectually cornered the locomotive engine-driving talent of the country, and that whatsoever he may elect to demand of common carrier he has the power to enforce. Let it be admitted that the Burlington company is a cold-blooded and grinding monopoly, will the recognition of a labor organization that is a greater and more destructive monopoly cure the evil?

The "Iowa idea" is that it will. But then the "Iowa idea" is so thoroughly political and so in opposition to the employment of common sense business and fair manly dealing that the legislature is just as likely as not to enact a law making it a criminal offense to employ any but Brotherhood engineers, and also making it a crime to even suggest that the schedule of wages and hours of work that they may decide upon from time to time are not in harmony with the ability of the railway to pay. The The right-of-way, track, equipment and belongings generally of a railroad cannot vote, and locomotive engineers can, which makes all the difference in the world in the eyes of the "Iowa idea."—*Trade and Traffic, St. Louis, March 13, 1888.*

THE RELIGIOUS PRESS.

THE "grievance committee" of the railroad engineers and firemen are kept very busy now looking around for something to weep over. The working engineers and firemen cannot find out anything to raise a racket about without the assistance of experienced mischief-makers. These men are very anxious to find some apology for stopping travel and traffic and inflicting inconvenience, loss, and even suffering upon the public. They had better let the public thoroughfares alone. The people are not going to stand nonsense either from the railroad incorporations or from their employees.—*Editorial Note, The Interior, Chicago, March 15th, 1888.*

Issued by the Passenger Department of the Chicago, Burlington & Quincy Railroad.

Comments on the Late Strikes.

CHICAGO, ILL., MARCH 19, 1888.

CHICAGO.

MUST HANDLE "Q." CARS.

JUDGE DUNDY'S DECISION AT OMAHA.

The Court Rules that Union Pacific Men Cannot Refuse to Pull Burlington Freight.

OMAHA, March 17.—Judge Dundy gave his decision this afterooon in the Burlington & Missouri injunction case against the Union Pacific and its engineers. In substance it is as follows: The engineers on the Union Pacific have the right to quit work when they please, but they have not the right to enter into a conspiracy and by concerted action suddenly leave the Union Pacific Road without engineers when the purpose of that conspiracy is to prevent the Union Pacific Road from exchanging freight with the Burlington, as by the inter-state commerce law it is required to do. Against such an act the court will enjoin. Neither have the engineers the right to refuse to pull Burlington cars, and such refusal would subject them to imprisonment. The Union Pacific is the creation of Congress. It bears the national birthmark upon it. Congress has distinctly enacted that its officers, agents and operatives must at all times exchange with and handle freight of certain intersecting lines, among them the Burlington & Missouri, and has made refusal a misdemeanor punishable by a fine of not more than $1,000 and imprisonment not less than six months on conviction. This is a law of the United States, and whenever one or more persons by conspiring attempt to subvert any law, or an overt act is done in pursuance of a general plan in that direction, there are heavy penalties annexed. The inter-state commerce law reiterates in effect for all roads, the Union Pacific among them, what was prescribed as the clearly defined duties of the Union Pacific in 1874.

These were the principles upon which the decision was based. The injunction thus far, by the opinion, remains as it stood, with the absolute word "strike" and the sentence containing it omitted. An order will be signed on Monday with the express ruling under the opinion.—*Chicago Herald, March 18, 1888.*

THE SANTA FE STRIKE ENDED.

It is stated that in obedience to a special proclamation the striking engineers on the Atchison, Topeka and Sante Fe will resume their customary duties this morning. An anomalous feature of this affair is the fact that the strikers went out in spite of Arthur and that they now return to work in loyal obedience to his command. The failure of the strike on the Atchison is a logical sequence to an action that was without pretext and that displayed a disregard of public rights and a weakness almost without parallel. It was the reflex desperation of a cause already lost on the Burlington. Doubtless the striking enginemen on the great Transmissouri system were aided in the recovery of their senses by the *ultimatum* issued by the railroad company on Saturday evening, and also by the edict reducing the working force upon the line to the minimum requirements for police duty. The management of the strike from the outset has demonstrated the utter weakness of the executive machinery of the brotherhood for conducting a campaign upon issues that are meritorious and just. That the management is ridiculously weak in waging a fight like the present one, with only the most flimsy of pretexts for issues, is too patent to the public mind to require particular mention. If the members of the brotherhood would avert certain disintegration of their organization they will lose no time in renouncing further allegiance to an incompetent executive government and betake themselves to their posts of duty at the throttle. The wisest and timeliest thing that Arthur can do is to either pack his grip and return to Cleveland or make early application for a situation on either the Burlington on the Atchison.—*Editorial Chicago Times, March 19, 1888.*

THE SANTA FE STRIKE.

The strike of the engineers on the Santa Fe system begun without warning, without any fermentation or presentation of grievances, without so much as a subsequent statement of any cause for their action, was ended at six o'clock last evening by the advice of Chief Arthur.

In all the records of strikes there is not one that equalled this for reckless, causeless disregard of justices and consequences. Asked to give the public some reason for refusal to man their engines, the local leaders of the strikers said that they intended to lay off the rest until the Burlington company came to terms with the men who three weeks ago quit its employ. Before taking this action the Santa Fe engineers must have taken leave of their senses. Their road has little, if any, communication with the Burlington system, being a competitor rather than a connecting road. The strike was in open defiance of the Brotherhood of Locomotive Engineers. Upon that organization it threatened to inflict a blow likely to prove more disastrous even than a failure to win the contest with the Burlington. The brotherhood may emerge from a defeat in that struggle with its ranks loyal and its authority unquestioned, and preserve its reputation and strength for future usefulness. But the breach of discipline represented in the Santa Fe strike is ominous of demoralization and disintegration. Let the refractory spirit displayed up to last evening by Chairman Conroe of the Santa Fe grievance committee have free rein and the brotherhood is doomed to speedy dissolution.—*Editorial, Chicago Daily News, March 19, 1888.*

THE SANTA FE STRIKE.

The strike of the engineers of the Atchison, Topeka and Santa Fe system, which has been so suddenly precipitated upon its managers, is the most exasperating event which has yet occurred in struggle between the Brotherhood of Engineers and the Burlington managers. Though not an immediate phase of the "Q" fight it is after all part and parcel of it by indirection, since the Santa Fe strikers can offer no more valid reason for striking than that they are tired and want to see how the "Q" strikers come out before they resume work.

The Santa Fe strikers offer not even a shadow of grievance to account for their conduct. They have struck without orders from the head of the brotherhood, without presenting a statement of grievances, without proper notice, and without any regard for the rights of the road, of shippers, or of passengers. Some of their local leaders have made the flimsy excuse that as there were certain stockholders carrying stock in both roads a strike would therefore help the Burlington engineers by appealing to the stockholders' pockets. This pretext is almost too shallow to be worthy of notice. It can be disposed of by the fact that the stockholders have nothing to do with the management of the roads, that the roads do not embrace the same interests, and that over a part of its system the Santa Fe is parallel to and a competitor with the Burlington. There is no evidence that the Santa Fe has handled the "Q" freight or assisted that road in any way. It has had no grievance to settle with its employees, and it has publicly declared its willingness to settle any grievance promptly, should one arise. It has been specially careful to avoid one. In common with some of the other roads, it only a few weeks ago conceded the classification question, which of itself shows the groundlessness of the strike, since that is the only question really at issue between the Burlington and the brotherhood. Even if there were a plausible show of grievance, the Santa Fe engineers have deliberately and willfully violated their agreement with the road, by which they stipulated they would give thirty days' notice in case of strike.

For these reasons the Santa Fee strikers need expect no sympathy from the public, and will have no right to complain if the severest condemnation is visited upon them for their shameful conduct. It is clearly enough apparent that the strike is due to the willful, irresponsible, hot headed policy of men who not only care nothing for the interests of their employers or the public on the one hand, or for the authority, credit, and good name of the brotherhood on the other. Their course has been taken in direct defiance of the policy of the latter and of the advice of Mr. Arthur. They need prompt and severe discipline, as unworthy members of that brotherhood, and they must expect that their action will be firmly and unanimously condemned by the public.—*Editorial, Chicago Tribune, March 18th, 1888.*

THE case of the strikers on the Sante Fe Road, while offering strong argument for a law that shall be punitive of malignant breach of faith on the part of workmen, is happily without precedent, and it is to be hoped that it will be without consequent. Never has the Typographical Union, for instance, ordered a strike without a moment's notice, and at a time when the workmen were in enjoyment of every privilege they had demanded. Never has that body descended to the meanness of crippling the business of an office in which its demands were recognized, by way of revenge upon another office in which its demands were questioned. The strikers on the Santa Fe Road are guilty of just such meanness. It is but a short time since the management agreed with the brotherhood that it would not discharge any engineer or fireman except upon good cause, which cause was subject to determination by a board of inquiry composed of superintendents, master mechanics, and disinterested engineers. It is impossible to conceive of a more favorable condition of labor. And in face of this argument the engineers of that road go on a strike without a moment's warning to such honorable employers. It will not do for the brotherhood at large to say that it is not responsible for this dishonest act of its members on the Sante Fe Road. Nothing but a most strenuous official avowal of disapprobation, accompanied by the exercise of such power as its executive may possess toward ending the strike can clear the brotherhood of taint of complicity in this guilty act. The act itself, as we have said, indicates the need of something more than a nominal remedy at civil law against men who wilfully violate an implied contract, trusting to the difficulty of collecting damages as a protection against the punishment due their lawless deeds.—*Extract from Editorial, Chicago Sunday Inter-Ocean, March 18, 1888.*

THE railroad strike, like all other strikes, is disastrous to the strikers, to the employers, to general business, and to the whole community of traffic and industry. If civilization can not provide a remedy for strikers, it is a failure in a very important particular.—*Editorial Note, Chicago Evening Journal, March 17, 1888.*

THE COUNTRY IN GENERAL.

A QUESTION OF LIBERTY.

On one aspect of the Burlington strike it is important to have an understanding. We are told that Chief Engineer Arthur holds one trump in reserve which he can and will play if necessary. This would be the calling out of every locomotive engineer and fireman on all the roads centering in Chicago, or, for that matter, operated in the United States. This power, we are told, he holds; and were he to exercise it, the country would be forced, in self preservation, to agree to any terms he thought reasonable.

Now, if this be the situation, by all means let Engineer Arthur play his trump card at once, and let us ascertain immediately whether civilization exists on his sufferance. It it be seriously claimed that one man, or one organization holds society by the throat, and can strangle it to death whenever it chooses to tighten its grip, it is very important that we shall know by the one trustworthy test, that of experience, whether such pretensions are true or false.

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Now, do we understand any man, or any set of men, to say that there resides in him or them the power to stop this orderly and regular operation of our railroad system? Are the common carriers of this country transacting their business at the toleration and pleasure of a labor monopoly? * * * * Is civilization thus creeping along by sufferance, under the shadow of a threat? If this be really so, by all means let the enemies of civilization come out of ambush, launch their thunderbolt, and bring the question to a settlement. * * * * —*New York Commercial Advertiser, March 1st, 1888.*

THE engineers of the Atchison, Topeka and Santa Fe railroad system insist that no order was given to them to strike, and in answer to inquiries some of them have given the cynical reply that they stopped work because they were tired. It is evident that the thousands of men who simultaneously left their engines on 3,000 miles of railroad at 4 o'clock on Thursday acted under some communication having the force and effect of an order. It is also evident that the reason of their action was the fact that the company handled Burlington & Quincy freight, which it could not lawfully decline to do. A more outrageous use of the strike was never resorted to, and the responsibility of the men and of the organization to which they beloog cannot be evaded by any subterfuge about the way their action was brought about. There is no doubt about the existence of a conspiracy, which is sufficiently proved by circumstances, if more tangible evidence can hardly be kept concealed. It is time some legal action were taken to teach railroad engineers that they as well as their employers have responsibilities under the law.—*Editorial, New York Times, Mar. 17, '88.*

THE determination of the engineers on the Pennsylvania system of roads to refuse to strike merely because their employers handle Chicago, Burlington & Quincy cars, is as wise and prudent as it is in accordance with common sense and law. It will have an excellent tendency, and will put a check to the schemes of the disorganizers and revolutionists who are seeking to plunge the whole country into distress and embarrassment because there is a local fight between a railroad company and its employees out West.—*Editorial Note, Ohio State Journal, Columbus, O., March 15, 1888.*

ALONG THE C. B. & Q. LINES.

SEEKING SIDE ISSUES.

One of the evidences of the approaching collapse of the brotherhood strike is the tendency everywhere apparent to hunt up side issues to justify the course taken. The action of the Santa Fe engineers in quitting work without any known provocation whatever, is one illustration of this, simply a desire to use one railroad to coerce another regardless of the rights of the public. Another illustration is furnished by an article in the Aurora *Daily Express* which goes back to the strike of 1877 to find a reason for the present strike. What connection the labor troubles of eleven years ago have with the present movement it is difficult to see, and the more especially so as the engineers themselves were not conscious of it and did not think to urge it until after their present exodus from the cabs had proved fatal to their purpose. The strike of various employes in 1877 was because of a reduction in wages, and the differences between the company and the engineers relate chiefly to the methods of apportioning wages. Some years ago the company at the solicitation of the engineers, adopted what is known as a classification system—a method of determining wages upon a basis of personal merit, seniority of service and skill. The system is based upon true economic principles; it is sound in business practice and in moral incentive. It is the principle that largely obtains in other lines of business. On the other hand the proposition of Mr. Arthur and the engineers is communistic in its tendencies. It is a leveling process, removing the wage distinction between the experienced and thoroughly qualified engineer and the one not possessing the necessary qualifications in equal degree. It makes the mile the measure of a man's merit rather than all his hard bought experience, fidelity and ability. It is an insensate rule applied to sentient beings. It is an attempt to measure the human soul with a yard stick or gauge human endeavor by a surveyor's chain. The principle is wrong and inimical to human progress and that is the secret of the great unanimity of public sentiment against the demands of the engineers.

* * * *

And public opinion, it must be remembered, is all the more decided in this instance because it has been known throughout all these troubles that the railroad company, while refusing to let any organization of its employes dictate how it shall operate its roads, has from the first offered to take up the question of wages upon its own merits and make the pay of C. B. & Q. engineers and firemen equal to that paid by other roads. * * *

But the question of relative wages does not now seem to be in dispute and the struggle has apparently resolved itself into the desperate resort to coerceive measures by involving other roads in a tie-up. That it is a suicidal step is obvious as it can only result in cementing public opinion against the leaders in a movement so disastrous to the business interests of the country and involving the social condition and welfare of the people.—*Editorial, Burlington, Ia. Hawkeye, March 17, 1888.*

THAT STRIKE.

The late strike on the Chicago, Burlington and Quincy Railway has become the uneasy topic of conversation of the West and more or less the whole country. No oue can think of so great an event without connecting it with a like cause. As to the Reading strike, recently collapsed, the cause was the refusal of the Company to allow the employes to say who should be employed, they going because the Company would not dismiss some men not Knights of Labor. The results were disastrous to the strikers, while inflicting millions of dollars of loss to the railroad company and many millions more upon mercantile and industrial institutions of the East dependent on the great coal interests handled by the Reading road.

As to the late strike on the C. B. & Q. we stop to ask ourselves what is the cause of this great disturbance? We have always known the C. B. & Q. people to enjoy a reputation for honorable and generous dealing, and the Brotherhood of Engineers to be the most prudent and fair dealing association of skilled workmen in the country. There, too, has been no hasty precipitation. We are half inclined to believe that there remains unexpressed a motive, but can only deal with expressed grievances. These are summoned up in a word—the Brotherhood demanded the same wages for all grades.

An examination of the several papers placed by the Brotherhood before the Company, and the people, manifest on the face of them a lack of faith in the justice of their demand and sincerity in their undertaking. Some of their demands go beyond the limit of the law, and others force other railroad companies to lay themselves liable to law, or suffer great loss by the Brotherhood "walking out.' The public have an opinion and most willing to be heard. Interest on either side generally shades this opinion with the individual, but, calm disinterested statement of the situation from the public do not sympathize with the strikers.

The Brotherhood have not won the easy victory they expected. The strike may become general, the necessity of which will show the weakness of the cause of the strikers. It is well known that shall there occur a just cause of grievance and the men and company fail to agree that other railroad companies use their influence for a compromise, but in this case of unjust demands, it must be inferred if a general strike occurs, that they decide the rights of the railroads are in peril.

When it comes to the use of force to compel the road to take them back, the situation becomes serious, one fraught with untold dangers if successful. The question of "right" in matter of pay for labor, if left to labor to fix, demand and get, has no foundation in justice, and no such settlement of the question can be permanent. It is the history of strikes in our country that the striker is worsted. But the history of labor organizations for the purpose of representation in council with capital is, to have promoted the interest of the laborer whose cause is one so just that fair means and the weight of sentiment with the American people giving to labor the honor due it assures success.—*Editorial, Bolckow, Mo. Herald, March 16th, 1888.*

COMMERCE AND LABOR IN MUTINY.

Mutiny at sea has always been regarded as a high crime by all nationalities, in many instances punishable by death. And yet a mutiny is only another name for a strike, and in hundreds of cases has been as justifiable as any strike. A crew on board an English mere merchant steamer, dissatisfied with wages, with living or with rules, refuses to do duty. Not a wheel can turn; not a canvas can be spread, a coal bunker filled or an anchor raised. There is a strike, there is a mutiny on board. There is danger to commerce, there is danger to life and property, there is violation of maratime law. This may be far out at sea, in which case the proceedings are usually more high handed, and the punishment more severe than in case of a mutiny in port. In either case, however, if communication by signal or otherwise can be made with the rightful authorities, a man o' war will rake alongside and take off the crew in irons. It has long been a recognized principle at sea that grievances must not and shall not be settled by mutiny; and that, notwithstanding the courts of admiralty are less easy of access than our civil courts of original jurisdiction. Strictly speaking, we have no courts of admiralty in the United States, crimes, misdemeanors and grievances at sea being tried in our district courts, the same as any other violation of national law. Such "strikes," however, are very old, and that is why we have such rigid and definite national and international laws regarding them, while on land they are comparatively new and are raising many new questions among law makers and jurists. But this new social terror cannot fail to result in new and stringent laws, for "men are what they can be, nations what they will!" And nations will protect themselves against any assumption of governmental functions by individuals or combinations of men.—*Editorial, Peoria, Ill., Journal, March 15, 1888.*

THE BROTHERHOOD AND THE COURTS.

A correspondent makes some comments on what we said about the United States Courts, the Q and the brotherhood. Just as we expected that many would, our correspondent makes a confusion of subjects that are distinct. Every man has a right to work or not work, as he chooses, but no brotherhood or other organization has power to put a command of the organization upon a collective body of citizens which can supersede a command made by any department of the general government to that same body of citizens. That is the point, and we expected that many would confuse it with the wholly different point of the individual's freedom to work or not work, if he pleases.—*Editorial, Keokuk, Ia., Daily Gate City, March 14th, 1888.*

THE dependence of this city upon the Burlington, while not at all absolute, is of sufficient importance to cause every citizen to thoughtfully consider the strike in its present aspect and not throw his influence on one side or the other without due thought and reflection. The step now contemplated—that of compelling connecting roads to boycott the Burlington—is one that will seriously shock a serious and loyal citizen to hear soberly discussed. It means that a labor organization is deliberately going to measure itself against the law and public interest. It means a disregard of the material welfare of the whole country, that it is to be sacrificed upon the altar of wounded venity. An organization that thought itself invincible has lost a battle, and in its anger it will turn upon its friends. If this brotherhood should win, it will be followed by like aggressions from it and other organizations, until the business of the country would be crushed to death. Such a war as Arthur and his confederates propose is simply brigandage in its modern form. It is of a kind with the coal combine, the sugar trust, and the scores of other villainous combinations that rob and oppress the people. It is no better in any possible sense, and in some respects worse. It is an attempt to establish a reckless and irresponsible power superior to all law and all government. It cannot be permitted without a contest in which every good citizen will be on the conservative side.—*Editorial Daily State Democrat, Lincoln, Neb., March 13, 1888.*

THE C. B. & Q. engineers have much reason to exclaim: "May Providence protect us against our friends." The proceeding of the Santa Fe engineers hurts the cause of the C. B. & Q. engineers more than anything that has happened since the strike began.—*Editorial Note, Burlington (Ia.) Hawkeye, March 17, 1888.*

THE RELIGIOUS PRESS.

IT is, at this writing, about two weeks since the inauguration of the great strike on the C., B. & Q. railroad. The men engaged in it claimed to exercise an inalienable right to stop work "when and where" they pleased. The managers of the road have exercised their undoubted right to employ men when and where they could, and they have succeeded in resuming work and running trains to the satisfaction of their patrons. Here the strife should end. Both parties have acted within the law; they have had all the "rights" which are to be had in this free country, and they have paid a good price for them. One of these parties in the strife now threatens to disregard the rights of the whole country, to put a stop to the inter-state commerce of the nation, and to bring upon this people a ruinous crisis involving the dangers of incalculable private loss and of unmeasurable public disorder. To compel one railway company to surrender to their dictation, they propose to ruin every corporation in the country, and to increase the sufferings of the poor all over the land. Yet there is no assurance that they will gain a single point, at all this frightful cost. They know, before they begin the last desperate move, that the road has the law on its side. They know that it could not discharge the men who have accepted positions offered. They know that it has a right to fix its own rate of wages and system of estimating the value of service. They know that they are not in the employ of the road and have no more claim for arbitration than have the passengers who buy tickets. They know that the lock up of other roads which obey the law in handling C., B. & Q. freight, is inflicting damage upon those who have conceded all their demands, and have not hindered them in any lawful method of exercising their rights. They know that when they stop the wheels of connecting roads they are doing a great wrong to hundreds of thousands of innocent people for the sake of forcing a corporation to do what it has decided not to do, and what it has a perfect right to decline to do. Such a movement should be an indictable conspiracy, and we believe that it can be so sustained in the courts. It will be so sustained by public opinion.—*The Living Church, Chicago, March 17, 1888.*

Issued by the Passenger Department of the Chicago, Burlington & Quincy Railroad.

Comments on the Late Strikes.

CHICAGO ILL., MARCH 20, 1888

CHICAGO.

HOW THEY MUST SUFFER!

THE LIFE AND DEATH STRUGGLE OF BROTHERHOOD OFFICERS.

They Have to Get Along with a Few Rooms in a Fashionable Hotel on a Meagre $5,000 a Year, while the Working Engineers are Reveling in the Luxuries that Accompany an Income of $125 a Month

Pretty much every day since the "Q" strike began there has been some reference to the public engineer standing like a man of iron at the throttle of his engine facing privation and hardship and looking death itself in the eye [illegible] in the darkness of the midnight, and conscious of the lives dependent upon his keenness of vision and strength of arm, the mighty machine under his control devouring space at the rate of a mile a minute and the hero at his post unflinching at the thought that the next moment a broken rail or a misplaced switch may land him in eternity. This is all very well in its way, but objectionable for the reason that it is apt to make the hard working engineer the centre of attention at the expense of the officers of the brotherhood. Talk about the hardships and privations of the engineer—they are child's play compared with those of the officials of the brotherhood. The engineer at $150 to $175 per month can pay his own expenses, own his little home, keep a horse and family carriage, and amass a modest competency, but the struggles of Grand Chief Arthur, for instance, with the gaunt wolf at the door, on a salary of $5,000 a year and all expenses paid, are something sad to contemplate. In time of peace, possibly, the engineer does most of the work, but in time of strike he has nothing to do but to sit around and discuss the situation while the heat and burden of the day fall upon the officers of the brotherhood. The fact that the officers have not broken down from the effects of their hardships during the last month speaks volumes for their endurance; they are indeed the stuff from which heroes are made.

Since February 23 the headquarters of the brotherhood have been in Chicago. In a top story room in a cheap hotel? Not at all; on the contrary, three rooms on the parlor floor of the Grand Pacific, which the traveling public seems to think is a pretty fair sort of an hotel, have been at the disposal of the officers. Grand Chief Arthur has occupied Room 36, Grand Chief Sargent and Grand Treasurer Debs Room 42, and Grand Chairman Hoge Room 34. These rooms are not absolutely the best in the hotel for two reasons only. They front on the court instead of upon the street, and are a trifle less luxuriantly furnished than the front rooms. The front rooms are what are called the "family rooms" and the court rooms are what the high toned single man or traveler without his family gets when he asks for the best the house has. A description of Chief Sargent's room will interest the striking engineer as he sits thinking over the situation in his humble home.

It is about 20x30 feet in size and carpeted with Brussels. There are two large windows hung with lace curtains, and filled with Venetian blinds. The bed is a veritable couch of luxury, the dressing case is marble topped and mirrored with French plate. A marble mantel and a cheerful grate fire add an air of coziness to the scene. The standing washbasin is marble topped, as is also the centre table. The arm chairs, and the commodious lounge are upholstered in velvet. The wardrobe is black walnut. The walls are tinted and the ceiling handsomely frescoed. A handsome chandelier with an extension drop light hangs over the center table. To summon a servant it is only necessary to touch a button in the wall.

Chief Arthur's room is just like No. 42, except that it is a little nicer all around and has a closet and a bath room. These rooms, with board, have cost $20 a day, which for twenty five days amounts to the neat little sum of $509. In addition the officers, when occasion required, have used room 47 and club room 44. The expenses at the Grand Pacific have not by any means been all which the brotherhood will be called upon to pay. A number of rooms have been occupied at McCoy's European Hotel and at the National. The grievance committee have had their meetings at the former and the latter is the headquarters for the officers who have had charge of the hiring and returning to their homes of such men as they could get away from the "Q" officials. As all the expenses of the grievance committees as well as the new men are borne by the brotherhood the account must be exceedingly heavy, but its amount can only be guessed at, and the same is true of the immense bills which have run up at the telegraph office.

The officers are quite conveniently located for transacting their business and incidentally enjoying life. Being on the parlor floor it is but a step to the dining room, and the way lies over deep, soft carpets, under frescoed ceilings supported by lofty pillars and bright with countless gas jets. The engineer is thinking himself lucky nowadays if he and his wife and children get plenty to eat, to say nothing of the quality. The hard working officer needs both quantity and quality to enable his system to stand the strain of battle.

After dinner the poor, overworked officer can step into the lobby, buy a good cigar, get a shave, or a bath, or a new pair of kid gloves, or a headlight shine on his shoes, or send a telegram tying up some road and throwing out of employment several hundred or thousand men. Then, with his telegram sent, and his shoes shined, and his face smooth, and his stomach full, he can drop into an easy chair in front of the grand fire-place in the hall just off his room and have a cosy chat with his colleagues about the strike and grow eloquent over the wrongs and hardships of the poorly paid engineer.—*Chicago Tribune, March 20, 1888.*

JUDGE DUNDY'S DECISION.

The *Times* has ventured to question the right of employes of common carriers to inflict great injury upon the public by quitting their posts by concerted action in such numbers as to arrest the service over extensive areas. It seems that a United States district court questions that right where the purpose is to cause a law of the United States to be violated.

Judge Dundy's decision, as reported by telegraph, is that "the engineers on the Union Pacific road have the right to quit work when they please, but they have not the right to enter into a conspiracy and by concerted action suddenly leave the road without engine-men when the purpose is to prevent the road from exchanging freight with the Burlington, as by the inter state law it is required to do." This decision is plainly of general application where the inter state law applies, as it does to all the great railway systems. Stated in general terms, the doctrine is that engine men on any road have a right to quit work, but no right to enter into a conspiracy and by concerted action leave the road helpless for the purpose of preventing the performance of a service required by an act of congress.

There are, apparently, some practical difficulties in the effectual application of this doctrine. It seems to be implied that men have the right to quit work by concerted action when the purpose is some other than the one stated, that it is necessary to prove the unlawful purpose in order to make it a case of criminal conspiracy. That certainly is reasonable. But it may be no easy matter to prove the purpose. The men may deny that there is any purpose on their part other than that of quitting a service which is distasteful to them. Why it is distasteful they may not say, and if they do not it may be impossible to prove an unlawful purpose, even where its existence is notorious. Still that difficulty may perhaps be overcome.

Judge Dundy is further reported as saying: "Neither have the engineers the right to refuse to pull Burlington cars, and such refusal would subject them to imprisonment." There, at least, is something tangible. The law requires the Union Pacific to exchange traffic with the Burlington, and any employe of the former refusing to perform any act in the line of his duty which is necessary to that exchange of traffic which the law requires is subject to the penalties which the law prescribes. To state the doctrine more broadly, any employe of a common carrier who refuses to do in the line of his duty whatever is necessary to the performance of the duty of the common carrier, whether that duty is prescribed by act of congress or not, is subject to penalty.

And here arises a question whether there is not a more comprehensive principle of law than any enunciated by Judge Dundy applicable to the case of striking employes of common carriers. A strike of such dimensions as to stop or hinder traffic over a railroad necessarily prevents the carrier from performing his duty as such under common and statute law. A strike implies concerted action. A cessation of individuals from work without concert of action is not a strike. Simultaneous cessation by large numbers of employes is proof of concerted action which may be accepted as conclusive unless there appears to have been some influence suddenly brought to bear upon the minds of the employes calculated to result in simultaneous action without concert, such, for instance, as a sudden and large reduction of the wages of the employes concerned. Now is it not true that such concerted action implies conspiracy, because it must necessarily result in the failure of the carrier affected to discharge the duty prescribed by law? If Judge Dundy's doctrine is sound in the case of the Union Pacific employes, why is not this general doctrine sound? There is conspiracy according to the judge, where there is concerted action for an unlawful purpose. Is there not concerted action for such purpose in every case where a strike is calculated to prevent a carrier from discharging a duty enjoined upon him by law? If so, there would seem to be a legal cure for the strike disease so far as regards the employes of common carriers.

It is not pleasing to contemplate the application of such a cure on an extended scale or the conflict to which it might possibly lead. Neither is it pleasing to contemplate a discrimination (which, however, may be more imaginary than real) as regards lawful remedies for grievances between the employes of common carriers and other employes. But better so than that there should be no legal cure for an evil which may extend to the starvation of thousands, and better than an appeal to that ultimate and iron principle—*salus populi suprema lex.*—*Editorial, Chicago Times, March 20, 1888.*

"It is all Arthur's fault," said a Chicago, Burlington and Quincy striker who acknowledged to the writer yesterday that the strike is a failure. No, it is not all Arthur's fault. It is the fault of a majority of the strikers themselves. Arthur appears to have done all he could to carry out the wishes of the brotherhood men, who by their own votes ordered the strike. The fault lies primarily in the fact that a large number of restless fellows who voted for the strike did not know what they wanted or what the strike was ordered for. Men who do not know their own business may be counted on generally to do foolish things and to fail. It is not enough for an engineer to know his engine and the time card, it is not enough for a bricklayer to know how to lay brick. They should know their relations to their employers, and if they would spend more time in studying those relation and less in whooping along with the crowd they would be worth more money, and they would get it. Crowds that go with a whoop may be generally counted on to go wrong.—*Editorial Note, Chicago Times, March 20, 1888.*

The recent strike of the locomotive engineers and firemen of the Topeka, Atchison and Santa Fe Railroad was one of the silliest and most unwarranted and inexcusable proceeding of the kind that has ever been known. They stopped work, without any previous notice, because they "wanted to," because they "didn't feel well," or because they were "tired." In view of the fact that the railway company is proverbial for the fair and liberal treatment of its employes, those responsible for this foolish and reckless strike deserve to be expelled from their brotherhood and sent out to join the Apaches.—*Editorial Note, Chicago Evening Journal, March 19, 1888.*

A recent dispatch from Galesburg, Ill., an important point on the Chicago, Burlington & Quincy road, stated that all the engineers of the company at that point were opposed to discontinuing the strike, and added: "They say that they have secured a large farm west of the city, on which they will go to work as soon as the weather permits if the strike continues." It would be a very good thing if the leaders among the striking engineers would turn farmers and then view the strike from that standpoint. After their brethren had succeeded in stopping traffic on the Burlington and then on all the other roads in the West, thus destroying the value of farm products by making it impossible to market them, it is probable that the new made farmers would take a different view of the right and justice of such a tremendous interference with the interests of the public as a general strike of the engineers would involve.—*Editorial, The Railway Age, Chicago, March 16, 1888.*

Governor Larrabee of Iowa has written a letter to the president of the Chicago, Burlington & Quincy, rebuking that company for "the inconvenience and disappointment which the strike of the engineers and firemen causes to the traveling public," and making the threatening declaration that the company "can be held responsible for damages caused by failure to furnish reasonable facilities for the transaction of business." In view of the fact that it is not the officers of the Burlington company but its employes who have struck work and are inconveniencing and disappointing the public, this rebuke appears to have been sent to the wrong parties. The company is doing its best to operate its lines in spite of the strike and of the countenance which the governor of Iowa is giving to the strikers. Governor Larrabee is a demagogue of the first water, and he knows it.—*Editorial, The Railway Age, Chicago, March 16, 1888.*

THE COUNTRY IN GENERAL.

FIGHTING THE PUBLIC

The important fact to be considered by the Brotherhood of Locomotive Engineers is that successful war cannot be waged against the public. For, beguile themselves as they may with the notion that they are not fighting the public in compelling a cessation of traffic on all railroads connecting with the Chicago, Burlington & Quincy, but only using legitimate, though extreme, measures against the latter road, the truth remains the same, that the public is the chief sufferer, and, however much it may sympathize with the strikers against the Burlington corporation, it will not permit any man or set of men to say that the business of the country shall be at a stand still until the strikers shall have secured their rights. It would be bad enough if the brotherhood engineers simply drew their lines around the one road to which their difference are confined and said to the public: "You shall not have the service to which you are by law entitled, and which this company is bound by law to give you until our demands are complied with." But they go much further and say: "You shall have no railroad facilities whatever until this corporation comes to our terms." That is the sum of it, the inexorable logic of their action.

To a citizen requiring transportation for himself or his goods over any of the Burlington's connections the agent must say—under the conditions contemplated by the boycotters—"We cannot carry you or your freight." "Why not?" "Because our engineers will not permit us to do so unless we refuse to take business to or from the Burlington road." Perhaps then, the shipper impatient of delay and careless of other interests than his own, will say: "Why not attend to your own business, then, and refuse that of the Burlington?" The agent's answer is simple and direct: "Because it would be a violation of law, which would subject us, not only to heavy penalties, but to the forfeiture of our charters." Does any reasonable brotherhood engineer suppose for a moment that, in such circumstances, the shippers and travelers subjected to such loss and inconvenience will patiently bear with the men or the organization who are immediately responsible for the stoppage, and visit their displeasure upon the corporation which is only a remote cause of it, that, under the stress of this personal inconvenience, they will take sides with the former in a dispute the merits of which they do not understand, or, perhaps, care anything about? Nothing could be more absurd.

It is not war on the Burlington road, or even on railroad corporations in general, that the brotherhood would initiate. It is upon the public, upon its trade, its commerce, its industries, upon all its vital forces. They should be able to see this without its being pointed out to them. But it has been pointed out. The entire press of this country, without an exception that has come within our observation, has given them warning. And in this matter it cannot be doubted that the press only gives voice to public opinion, to the general sense of the community. It will not do to reply to this that the press is conducted in the interests of corporations and monopolies. That is the ready answer, we know. But, even if it be granted that the press of the country, representing, in interest of its ownership, capital rather than labor, inclines naturally to the side of employers as against the employed, the fact still remains that a considerable number of prominent and influential newspapers have hitherto showed such friendliness toward the labor unions as to give them the character in some sense of organs of that interest. It may be said also that no other single agency has contributed so much as the press in general toward the elevation of workingmen and the promotion of every reasonable endeavor of organized labor to better their condition as individuals and as a class.

The practical unanimity of the press in condemning the proposed boycott has, therefore, unusual significance. It is in no hostile spirit that the press has pronounced against the adoption of extreme measures by the brotherhood. On the contrary, it is because the press recognizes and appreciates, not only the excellent work already accomplished by the organization, but its promise of vastly greater usefulness in the future, that it raises its voice of warning against a policy that will inevitably destroy its prestige, cripple its power, and sow within it the seeds of final dissolution. Their greatest danger is now, as always, in acting upon impulse. Their safety and perpetuity depend upon the deliberation and caution with which they proceed in such emergencies as the present.—*Editorial, Boston Herald, March 15, 1888.*

Could there be a more ridiculous and humiliating spectacle than the following, as described by the Chicago *Tribune?*

The postoffice authorities are said to be apprehensive of troubles on the Santa Fe system. The mail service on the Burlington since the strike began, it is said, has not been as good as it might have been. Now, if the Santa Fe were tied up, and the Union Pacific also, there would likely arise a serious state of things in connection with the transportation of mails to the Pacific coast. General Superintendent Nash of the railway mail service came from Washington Saturday night, and was in consultation all that evening with the chief. Again yesterday afternoon Capt. James White, superintendent of the Western Division of the Railway Mail Service, called upon Mr Arthur. The result of these conferences has been the promise by the chief that whatever may happen the mails will not suffer delay or inconvenience. If necessary brotherhood men will pull the engines. Mr Arthur assured both Mr Nash and Capt. White that they need not feel any uneasiness whatever.

Here we have the officers of a nation of 60,000,000 actually negotiating humbly with the head of a band of 25,000 conspirators for permission to carry the United States mails over the public highways. "The Chief," we are gravely told, assured the Government of the United States that it "need not feel any uneasiness whatever."—*Editorial, New York Evening Post, March 17, 1888.*

Governor Larrabee of Iowa on the 10th inst. wrote a letter to the president of the Chicago, Burlington and Quincy, which, in its way, is worthy of our own Hill. Its sole purpose evidently was to aid the strikers in taking possession of the road. He calls attention to the inconvenience and disappointment caused by the present state of affairs, to the travelling public and to commerce, and therefore appeals to him to come to an understanding with the strikers, threatens him with suits for damages for failure to furnish reasonable facilities for the transaction of business on the road, and suggests that the controversy be submitted to arbitration. We need hardly say there is now no controversy whatever, and nothing to submit to arbitration. The strikers left the service of the company because they did not like it, which they had a perfect right to do. Other men who do not object to it have taken their places. The exact state of the case last Monday was this: The company had in its service when the strike began 1,053 engineers but they were never all fully employed. The road could not use now over 800, and on Monday last it had 684 at work, 30 had just applied, and 100 more were on their way. Now, these men are the only engineers with whom the C., B. & Q. road today has any relations. They are as good men in the eyes of God and man, and ought to be as good in the eyes of the politicians, as the strikers, and they are much better entitled to the name of "Labor" because they are willing to work, and are working. They do not ask for arbitration or "settlement" of any kind, except the payment of their weekly wages. Somehow or other this species of labor gets neither sympathy nor attention from the Hills and Larrabees.—*Editorial, New York Evening Post, March 17, 1888.*

The engineers strike on the Atchison system is not fully explained, but it is generally understood to have some connection with the Burlington strike and to result from the handling of Burlington cars. The Atchison management have been very complaisant to their engineers. It has been generally understood that they were, for this reason, less exposed to a strike than competing lines in the same region. We suppose that time will divulge the real causes of the strike. Meanwhile it is to be seen what attitude the company will take. The Atchison system is now the largest in the country, measured by mileage. The losses resulting from a suspension of traffic will be enormous, but not fatal. Yielding to the demands of the engineers will be equivalent to a total surrender of the property to the employees. What is sauce for the engineers is sauce for the brakemen, the switchmen, the trackmen, the freight handlers, the station men, and everybody. They will all understand that the road is operated by their permission and for their use and benefit, and that they have only to make a demand in order to have it complied with. The Atchison management are now in the same situation that the Reading was in a few months ago. They have "coddled" the Brotherhood into a state of top heaviness and unbearable self conceit, and now they must fight or yield everything. It is a sore state of things, but the nature of the disease is to grow worse unless the most decisive measures are taken. The dispatches indicate that the strike was ordered against the advice of Mr Arthur and without his sanction. If this be true, the end will probably be the division and break up of the Brotherhood. Indeed, this is most likely to be the end of the *emeute* in any case, because the people on the line of the Atchison road will take sides with the company as soon as they feel the pinch, and while they cannot compel engineers to work, they can make the communities where they dwell too hot for them, as they did for Martin Irons and his gang on the Missouri Pacific two years ago. If this destructive policy of the engineers goes on, the people will conclude that such conduct is evidence of permanent moral unfitness for a trust, and that any person guilty of it should never be re employed in a situation where he has the opportunity to inflict such tremendous damage on society.—*Editorial, New York Evening Post, March 16, 1888.*

Mr Arthur, the Chief of the Brotherhood of Locomotive Engineers, has lately said in an interview in Chicago, that for fourteen years no Brotherhood engineer had deserted his locomotive. We are sorry to say that, as we showed last week, this is not true. Brothers struck and deserted their engines on the Central of New Jersey wherever they happened to be, at midnight on October 23–4, 1876, forcing the road, which was then much embarrassed financially, to comply with their demands. November 16 of the same year the Brothers also struck on the Cairo and St Louis, deserted and disabled their engines, and assaulted the men who attempted to take their places, cut the telegraph wires, and took forcible possession of the depot, yards and machine shops at East St Louis. On the 15th of November, same year, the Brothers on the Georgia Railroad struck and abandoned their engines, wherever they happened to be, at nine p. m. On the 29th of December, same year, the Brothers struck and abandoned their engines on the Grand Trunk at seven p. m., wherever they happened to be, in the midst of a heavy snow storm, leaving train filled with passengers standing on the single track which was all the line had. On the next day they assaulted and drove off the men who came to take their places, ran the engines off the track, and laid snow plows across it. In these conditions the company had, after three days' struggle, to give way, and Arthur compelled it to repay him his expenses for coming to Montreal to organize and direct this dastardly outrage. This was, however, his last success. His next attempt was made on the Boston and Maine, but that corporation throttled him, and he then laid in a stock of wisdom which has apparently lasted him until now. He has now, however, a bigger job on hand than he has ever before attempted. His previous operations have been confined to one road at a time on which the employes had a difference of some sort with the corporation. What he is now aiming at is a general stoppage of the highways of the United States, in order to help him in carrying his point in any one dispute anywhere. In fact, he is trying to do what Lee was trying to do when he invaded Pennsylvania, but he will hardly be allowed to give the people of the United States as much trouble as Lee did, as long as there are police about and spare room in the jails.—*Editorial, New York Evening Post, March 15, 1888.*

ALONG THE C. B. & Q. LINES.

STANDING FOR A PRINCIPLE

President Perkins in his courageous fight for the principle or right of having something to say in the management and control of the great property confided to his care has made a general fight for the liberty and defense of all property in its legal rights. As Mr Hoxie fought and conquered for a principle in the Missouri Pacific strike and won a victory for all business interests as well as the road he represented, so has Mr Perkins won in this a victory for all men's right to defend and manage their own property. When the engineers and firemen stopped work they exercised their inalienable privilege no longer to work for a company with which they could not agree, and the company exercised its inalienable privilege of employing other men in the places they had vacated. It would be a strange thing if, in this or any other country, workingmen could successfully set up to control the affairs or property of corporations or firms or individuals they had ceased to work for. But a large element of the press, nearly all the demagogue politicians and not a few [illegible] in public offices have said that property must thus be subject to the dictation and control of former workingmen, and the owners and managers of it ignored and defied. It is a good thing that the crisis found a man of fidelity and courage to resist the dangerous claim. Mr Perkins has fought it out, and now the strike is over so far as that road is concerned. Other roads may suffer from the infection of it. But if the strike should now become general, the Burlington Road will be the only one able to run. Therefore it is hardly likely to spread. The result will be as to that Road that a fine lot of skilled workingmen and good men, who were before installed in good places for life, will have to seek employment elsewhere. It is only a new proof that strikes do not pay.—*Editorial, Iowa State Register, Des Moines, Ia., March 18, 1888.*

A DISASTROUS EXPERIMENT.

The great misfortune possible to contemplate has fallen through upon the Brotherhood of Locomotive engineers. It were better that the Burlington strike had been an acknowledged failure, better that every man had gone back to his post upon the company's terms, better anything in short, than that the strike upon the Santa Fe system should have occurred. For by this rash and unprovoked act the organization has forfeited the confidence which it had established in the public mind only by years of careful management and a conscientious regard for public and private rights. If there is one thing ascertained beyond a doubt in relation to labor unions of any sort, it is that they must, to hope for success or to assure their own permanence, have the public on their side. It was a hostile public opinion growing out of the conduct of the Southwestern strike, which cost the Knights of Labor hundreds of thousands of members, and weakened their influence beyond comparison. It is because the public has respected the locomotive engineers and believed in the sincerity of principles for which Mr Arthur appeared to stand, that the order occupied a position so enviable and acquired a strength so remarkable. Had it not been for that, the strike on the Burlington would [illegible] failure from the beginning. And now all this painful creation of years is struck down at a blow, just as an individual reputation that has always been beyond reproach may be ruined irreparably by a single foolish or criminal act.

Whatever be the reasons for the strike on the Santa Fe, or whoever the instigator, the disastrous consequences cannot be escaped. The public will travel swiftly from effect to cause, and no explanation can relieve the Brotherhood from responsibility for this wanton blow at the industries of the country. Nor can anything relieve the absolute and unpardonable breach of faith which it involves. There are employers foolish and dishonorable enough to violate a sacred contract. That labor, which has inveighed against this, should do the same, in a case so conspicuous as to advertise it to the world, and that the particular labor organization guilty should be the Brotherhood of Locomotive engineers, gives a shock of surprise in which regret and indignation strive for mastery. The Santa Fe system has been especially careful to stand well with its employes. When the demand for a system of wage payments according to miles run was made upon the Burlington, one of the strongest arguments for its reasonableness advanced by Chief Arthur and others was that it was already in force over a great part of the United States, and, more particularly that it had been adopted on the lines of the Atchison, Topeka & Santa Fe. Nor is this by any means the worst of it. The Santa Fe had a definite agreement with its employers, in which a thirty days notice was to be given whenever there was a grievance, in order that a conference might be had and the trouble adjusted peaceably. More than this no organization could ask. Observance of this the company had a right to expect. And yet, with absolute disregard of their promise, and with equal contempt for public rights, 500 men left their posts on a ten minute notice, without so much as stating what the difficulty might be, or whether there was any difficulty at all. If the worst enemies of labor had been asked to suggest a plan for discrediting it in the public eye, for proving the worst that had been said of the union system, and for striking at the heart of it through its most trusted representative, he could have done no worse than this.

The cause of the strike is now altogether immaterial. It matters not whether it was to aid the men on the Burlington, or was a mere vulgar exhibition of power. It matters not whether it was sanctioned by the authorities of the order, or was undertaken by inferiors upon their own responsibility. The effect upon the public is the same. It is taught that the business of areas larger than the mightiest nation of Europe may be brought to a standstill at any moment by the mere caprice of a few men. It is taught that the combination of labor may be as reckless, as contemptuously indifferent to the interest of the people, as unscrupulous to the obligations of a contract, as callous to public rights and the sanctions of a voluntary pledge as the most unscrupulous capitalist who ever trampled on his fellow men. It does not need to be said that the American people are greater than any man or organization of men. It does not need to be affirmed that they will not permit the business of sixty millions to be interrupted and ruined at pleasure, in a mere fit of wilfulness and a desire to make a show of power. Nothing can stir them to wrath and to action like such an incident as this. Not even the work of Martin Irons was as disastrous to the cause of organized labor as this strike on the Santa Fe will prove itself before the end is reached.—*Editorial, St. Paul Pioneer Press, March 17, 1888.*

Issued by the Passenger Department of the Chicago, Burlington & Quincy Railroad.

Comments on the Late Strikes.

CHICAGO, ILL., MARCH 21 1888

CHICAGO.

JUDGE LOVE'S DECISION.

DES MOINES, Iowa, March 20.—[illegible]—Judge Love, of the Federal Court for the Southern District of Iowa, has handed down a lengthy opinion in re Chicago, Burlington and Quincy Railway vs the Burlington, Cedar Rapids and Northern, which was a case similar in nature to the Wabash case in Judge Gresham's court recently. In the course of the decision Judge Love says the operation of railroads is a duty of a quasi public nature and entirely within governmental control and direction. He says: "The stoppage of the running of a system of railways for weeks and months at a time must inevitably inflict enormous injury upon the great public for whose convenience and use railways are authorized. Mischiefs and sufferings may be inflicted upon the people which no words are adequate to express. Certain classes of men who, for their own profit engage in a quasi public service, conceive themselves to be wronged, and they proceed to redress their own private wrongs by inflicting incalculable injuries and sufferings upon whole communities of people. This they claim a right to do, not only by quitting the service in which they are employed but by giving to their leaders the power to order off all other men in the same line of employment from the similar service in which they are engaged. They thus claim the power, by the arbitrary and uncontrollable will of a few leaders to suspend the operation of a whole system of railways covering vast regions of the country. To redress the small wrongs of a few they inflict irreparable injuries upon the many. The court cannot compel railway employes from leaving their places and cannot compel them to return to work. But here a line must be drawn which the employes may not pass. If, having left the service of the company, the men attempt in any way by threats, or force, or violence, or intimidations, or unlawful combinations to interfere with the free will of other men who may be inclined to take their places, for the purpose of preventing the company from doing its duty to the public as a common carrier, the court may undoubtedly interpose its power of granting injunctions to prevent intolerable mischiefs.

The employes may quit the service of the company and give place to other men. It is a service that must be performed, and so long as the employes remain in the service they are bound by their contracts.

The defendants admit that they have refused to perform the duty required of them, and give as a reason that if they receive and haul complainant's cars their firemen and engineers will abandon their places and leave them without the means of operating their lines. There can, of course, be no doubt about the law of both the General and State Governments requiring defendant to receive and move cars of the complainant." A mandatory injunction as prayed for was granted.—*Chicago Inter Ocean March 21, 1888.*

The brotherhood seeks to limit the strike to one company, with which it professes cause of disagreement. This is well, but why not bring the strike on the Chicago, Burlington & Quincy to a speedy conclusion? As to the system of wages graded to experience and skill the public has made up its mind, and favorably to the company.—*Extract from Editorial, Chicago Inter Ocean, March 21, 1888.*

THE COUNTRY IN GENERAL.

DRAWING THE LINE.

Judge Dundy, of the United States District Court, in deciding the injunction case brought by the Burlington company against the Union Pacific company and its engineers, draws the line clearly between the right to quit work and the right to enter into a conspiracy for the purpose of crippling the freight and passenger traffic of a given line or system of lines. The complaint was that the Union Pacific and the engineers in its employ had violated the law in refusing to haul the cars of the Burlington system.

In the opinion of the court the engineers have the undoubted right to leave the employ of the company when they please, but they cannot be legally justified in entering into a conspiracy to quit their places by concert of action—the purpose being to prevent the Union Pacific from exchanging traffic with connecting lines. This decision is based on the act of Congress chartering the Union Pacific company, and the interstate commerce act. The charter requires the latter named company to exchange with and handle the freight of certain intersecting lines, among them the Burlington & Missouri, and the interstate commerce law extends these requirements to all roads.

It thus becomes a misdemeanor, punishable by fine and imprisonment, for one company to to refuse to haul the freight of a connecting line, and should engineers and firemen abandon their engines for the purpose of compelling such violation of the law, what defense would they be able to make to a charge of conspiracy? It must be borne in mind that Judge Gresham's decision did not differ essentially from that of Judge Dundy. It did not go so fare, because the answer was that the company against which the complaint had been made had withdrawn its order not to carry Burlington freight and had substituted another to transport all cars of that line. The point at which the line is drawn is this: that while the right to quit work is unquestioned, it must not be exercised pursuant to, or to carry out the purposes of, a conspiracy to prevent the doing of that which the law sanctions and requires.—*Editorial, Pittsburg, Commercial Gazette, March 19, 1888.*

PRACTICALLY UNANIMOUS.

The papers of Topeka are practically unanimous in relation to the strike on the Santa Fe. Here is what yesterday's *Times* says:

At 4 o'clock on Thursday afternoon, with out provocation and without warning, the locomotive engineers and firemen of the Santa Fe system abandoned their engines, and went out on a strike. At this time there is no positive information as to the intention of the Santa Fe company, but [illegible] I think, will justify them in standing firm and refusing to employ any of the men who have made this unprovoked and murderous attack upon business and upon the utmost [illegible]. If the matter of the company that [illegible] to find them with legalizing this species of brigandage is to be determined, let it be determined at this time if a gang of engineers is to run the country, the people should know it now, so that they can treat with them and arrange plans where by they (the people) may be permitted to live here and breathe [illegible]. The Santa Fe company now has an opportunity to show its mettle, and we hope that it will [illegible] black flag up, and name the overland coach line—"To California in three months or bust."

In another place the *Times* says:

The locomotive engineers are in a desperate position, and they know it. They see before them in a failure an ignominious death similar to that suffered by the late and lamented Knights of Labor, and they are straining every nerve and every muscle to succeed. It is a life and death struggle, and no one can blame them even though they may despise their methods. In the days of brigandage, desperate highwaymen would capture important persons and hold them as hostages, sending messages to their friends that if the ransom was not paid, the victims would be murdered. This is the situation the Brotherhood of Locomotive Engineers have unwittingly placed themselves in; they are brigands, threatening the prosperity of the country. They have literally seized the business of the west, and are holding it for their price threatening its entire destruction if their demands are not acceded to. Fra Diavalo and his banditti could not conceive of a more diabolical plan to extort tribute—or rights, if you are pleased to call it so, for even under that name the simile is continued, the brigands of old considering their business perfectly legitimate and their ransoms their rights. The scheme is so obnoxious to every one who has a perfect sense of right and wrong, it is a thing that is so un-American and uncivilized that it cannot long be endorsed by that generous public that weighs carefully and makes its decisions with terrible earnestness and irresistable force.

The *Capital*, in a strong article says: In fact this strike inaugurated by the engineers and firemen of the Santa Fe road, without cause and without a grievance, but merely to aid in sustaining a strike upon another road, must fail, as it will, of receiving the endorsement of the public. The business interests of a vast section of country will suffer by reason of this unwise and unjust action of the Brotherhood. They cannot hope to gain, and hold the respect and support of the people, unless they can show that they are wronged, and this they have failed to do.—*The Commonwealth, Topeka, Kans., March 18, 1888.*

ANOTHER "SYMPATHY" STRIKE.

The Atchison, Topeka & Santa Fe engineers are all wrong. They have struck without reason or justification. Their course will array an overwhelming public sentiment against the Burlington strikers and the Brotherhood.

The strikes two years ago on the Gould Southwestern lines showed that on Western roads, where labor is scarce and high, the strikers enjoy a decided advantage until the community finds out that it is paying for the fight in its delayed freight and passenger traffic. When this sentiment is aroused the roads have no great difficulty in starting their lines. Public feeling has been little aroused in the Burlington fight, because the road runs in a region well provided with railroads. The Santa Fe does not. It had its difficulty with its engineers some time ago, and settled it on most favorable terms for them. Part of the bargain they made then was to promise thirty days notice before a strike. They have not kept the bargain. Along the line of the road, as at Chicago and elsewhere, public opinion not represented by the strikers is strongly opposed to the strikers.

We shall be greatly surprised if this strike does not settle negotiations or half way measures with the engineers on other Western lines. There is nothing left for the lines and the public but to find out as soon as may be who regulates interstate commerce in this country, anyway—the United States, under its Constitution, or the engineers of the Brotherhood under theirs.—*Editorial, Philadelphia Press, March 17, 1888.*

MONSTROUS ASSUMPTION.

"ST LOUIS, March 12.—An important meeting of the Brotherhood of Engineers was held in East St Louis yesterday afternoon. There were over 200 members present, representing the engineers of all railroads terminating at East St Louis. It was decided that no members should, after 6 o'clock last evening, haul Chicago, Burlington & Quincy cars or any "Q" freight. The resolution adopted is very emphatic, and if any of the 13 roads centering at East St. Louis attempt to haul "Q" freight a strike will certainly follow. Among the roads affected by this decision are the Wabash, Illinois Central, Vandalia, Ohio & Mississippi, and Louisville & Nashville.

"An engineer of the Missouri Pacific freight train yesterday, when his train had reached Tipton, Mo., discovered a Chicago, Burlington and Quincy car on the train. He at once side tracked the whole train at that station, and it is still there."

The above is an Associated Press dispatch. If true, a more monstrous assumption of arbitrary power was never heard of on earth, and if an attempt is made to carry it out, and if we have any law left in this country, these men ought to be made to feel its force to the bitterest extent. No railroad has a right yet in this country to refuse to haul freight for connecting roads, and no man, set of men, or organization of men, have a right to sidetrack trains of freight or passengers at their own pleasure, or because of a grievance, or a fancied one. When men belonging to the Brotherhood of Locomotive engineers assume such rights, or claim such, they put themselves beyond the pale of civilized society, and invoke the full extreme of the law they would so recklessly break. It is fast approaching a time when the members of this organization should understand that the same constitution and laws, in this land of liberty, which has protected them and their families throughout their careers, also will protect all other classes of men and their families, high or low, rich or poor, whether they be stockholders in a railroad, trustees of the same, or freighters who live by the business they are engaged in, or any other business or calling that requires the use of the several systems of railroads in the United States. Such an organization should be taught that the several States have chartered these different railroads for the transportation of freight and passengers, and that fifty million people are dependent upon the proper working of said railroad, and that any set of men who are so foolhardy as to attempt to stop the wheels of commerce and trade and thus bring ruin to vast industries, and want to hundreds of thousands of innocent people, are in the attitude of defying law and order and should merit the full penalty promptly. As for our part, we think it has gone far enough, and the engineer that side tracked that train at Tipton, Mo., because just one "Q" car was in the train, ought to be jailed so quickly that it would be a forcible lesson to any other engineer belonging to the Brotherhood or any other organization. If there is no law for such an outrage [illegible] time one was made, or this country turned over to the sand lots and hoodlums. This is plain language, but as well might a newspaper be silent when a man chooses to take the law into his own hands and kill his brother man, as to do so when men assume the right to side-track trains at any time or place their alleged or fancied wrongs may dictate. Railroads are amenable to the law that gave them an existence and engineers are amenable to the law of the land and should be made to obey it at all hazards.—*Editorial, Manchester, N. H., Union, March 17, 1888.*

The engineers of the Atchison, Topeka & Santa Fe railroad system insist that no order was given to them to strike, and in answer to inquiries some of them have given the candid reply that they stopped work because they were tired. It is evident that the thousands of men who simultaneously left their engines on 5,000 miles of railroad at 4 o'clock on Thursday, acted under some communication having the force and effect of an order. It is also evident that the reason of their action was the fact that the company handled Chicago, Burlington and Quincy freight, which it could not lawfully decline to do. A more outrageous use of the strike was never resorted to, and the responsibility of the men and of the organization to which they belong cannot be evaded by any subterfuge about the way their action was brought about. There is no doubt about the existence of a conspiracy, which is sufficiently proved by circumstances, if more tangible evidence can [illegible] be kept concealed. It is time some legal action was taken to teach railroad engineers that they as well as their employers have responsibilities under the law.—*Editorial Note, New York Times, March 17, 1888.*

The boast of one of the officers of the Brotherhood of Locomotive Engineers at Kansas City, in regard to the financial strength of the organization, indicates that its members have not been ground down very severely by poor wages. He says it can stand as large a drain as any railroad and then not be hurt. It has funds amounting to $800,000, which can be used in the present struggle. Its members can afford to quit work for six months and go on a pleasure trip, if so disposed. Each man can put up $100 at a moment's notice, producing a "fighting capital" of $3,010,000, at least seventy five per cent of the engineers have homes and a competence laid by. These statements indicate a prosperous condition which prudent men would not imperil by using up accumulated resources in a fight which has no justification. It is not many months since Mr P. M. Arthur, in deprecating strikes, said "Strikes mean assessments, and assessments mean death." Is this prosperous brotherhood now gayly inviting death?—*Editorial Note, New York Times, March 18, 1888.*

THE truth is forced upon all who read the news from the region directly affected by the strikes of locomotive engineers and firemen in the West that these usually sober minded men are becoming demoralized. The wild talk in the air about stopping traffic all over the country is shameful.

The ill advised "tie up" on the Atchison, Topeka & Santa Fe road, which blocked traffic on an important line from Missouri to the Pacific, evidently has less vitality than the original strike on the Burlington system. One or two more "sympathetic" strikes to enforce a boycott would probably break the back of of the organizations responsible for them, or else end in fizzles so speedy and complete that their effect would be only less ruinous than the load which would have to be carried in a long contest.—*Editorial Notes, Leader and Herald, Cleveland, O., March 18, 1888.*

THE people of this country are not natural born idiots, as the engineers seem to think. To say that there was no conspiracy among them, when men on over 2,000 miles of road strike at the same time, is, to say the least, singular, and so singular that no court or jury would give any credence to it, especially when they quit work because the Santa Fe road would not violate a plain and imperative law of the State and the United States.—*Editorial Note, The Daily Commonwealth, Topeka, Kan March 17, 1888.*

THE action of the engineers and firemen of the Atchison in striking seems to be an arrogant effort to demonstrate their power. Chief Arthur says the strike is without authorization from him, and is in subordination to the Brotherhood. The Atchison engineers say that the road is to be punished for receiving cars delivered to it by the Burlington. Whatever may be the secret sympathies of the Atchison officials, they have no choice in the matter of receiving freight from other roads, being required to do so by the inter-state commerce act, the law of the land. The action of the engineers is therefore a concerted effort to compel evasion of the law. It is peculiarly discreditable to the engineers of the Atchison because they have been treated with marked liberality. The company has made liberal contributions to their mutual benevolent association, has made special provision for caring for them in case of sickness, and has paid good wages, seeking to build up and maintain a corps of first class employees. It has done all it could to make them contented. And, indeed, they freely admit as much, candidly declaring that they have no grievances against their employers. Both the C., B. & Q. and the Atchison are Boston roads, and the many people who are interested in both will have a costly experience of what a labor war is.—*Editorial Note, Boston Evening Transcript, March 17, 1888.*

The managers of the Brotherhood of Locomotive Engineers should have got ahead of the managers of the Burlington Railroad Company in offering a reward for the arrest of the parties who on Tuesday last tried to damage a locomotive and fired a revolver into a switch engine at Galesburg, Ill. The Brotherhood have been anxious to get hold of any man who should attempt to injure the company's property or interfere with the engineers who took the places vacated by the brotherhood's members. It would be a feather in the Brotherhood's cap to arrest and bring to punishment the villains who sought to blacken their reputation at Galesburg.—*Editorial Note, New York Sun, March 16, 1888.*

ALONG THE C. B. & Q. LINES.

THE DUNDY DECISION.

The introduction which Judge Dundy made to the delivery of his opinion yesterday was quite unnecessary. No man stands higher mentally and morally than he in the federal judiciary of the west. There has always been a curious attraction in his court. There is a freshness, and a humanity, and a rugged keen sense of right in his opinions which attract those accustomed to the conventional delivery of conventional tedium. He is a deep student in many respects. He is a fearless judge in all respects. He is beyond fear and beyond favor, and his warm assertion that he would sacrifice the office which he holds rather than the respect for the law which entitles him to the office, need not have been said. No one ever dreamed that the judge was a coward. His integrity never needed vindication. It is as clean and as strong as a wave washed rock.

In the opinion which followed he was as frank as usual and as clear as usual. It the main he sustained every legal proposition which Mr. Greene had made for the Burlington. He cleared away a great mist of tangle, and there was a generosity combined with the law and justice in his delivery which should not be overlooked by the strikers. He quietly discarded the farcical assumption that a body of men could become ill of the same complaint at [illegible]. [illegible] to suspend [illegible] insisted [illegible] and laws [illegible]. He shirked [illegible] what [illegible] des[illegible] law.

[illegible] engineers is [illegible] right to [illegible] they have [illegible] and [illegible] They have no [illegible] These [illegible] The [illegible] taken [illegible] It after having [illegible] from them [illegible] to accept [illegible] vacated, it [illegible] The Knights of Labor have [illegible] Brotherhood of Locomotive Engineers [illegible] bitter holy [illegible] the throat of the other. When two great labor organizations begin to slaughter each other they have the American privilege of accumulating gain as long as they can escape the police.

Judge Dundy's [illegible] comprises the strong conclusions of the strongest and frankest man upon the western bench. They are stated freely and fearlessly. There is no effort apparently to dodge anything. The set jaw which is [illegible] when his mind came down with its old heaviness and he tried the delicate issue with his magnificent moral courage. But his kindliness was there also. He taught conspiracy to know itself and [illegible] how to avoid the jungle into which it [illegible] might get tangled.—*Editorial, [illegible], March 18, 1888.*

THE strike on the Santa Fe railroad is illustrated of the demoralization of the brotherhood and the uselessness of compromises with a society that has taken into its head that it can control property by boycotting that which belongs to other people. The Santa Fe but a short time ago was presented with the same ultimatum that the brotherhood offered in its negotiations with the C., B. & Q. lines. The ultimatum was agreed to and it was supposed that the officers of the road had thus protected themselves against the hostility of the engineers organization.

The principal lesson taught in this strike is that the C., B. & Q. was substantially correct in its judgment in declining to entertain the propositions of the brotherhood. Had they done so, it would have been no protection to the company. Some other line, say in the east, might have incurred the penalties of a boycott in some way, and there is little doubt that some other line would incur the boycott as the success of the brotherhood, had it been continuous, would have simply increased the demands of Mr Arthur until rebellion would have been inevitable somewhere and then the C. B. & Q. would have had to violate the law and bring itself in conflict with the government or have been confronted with a strike like that now taking place on the Santa Fe with no power to fill the places of the strikers, as the first rebellious road would have absorbed the floating material that could be utilized in the emergency.

The criticisms passed on the Burlington for its refusal to grant the concessions rather than to meet the emergency of a strike will fall to the ground in the presence of this strike on the Santa Fe. No man acquainted with the history of labor organizations but knows that sooner or later the crisis is bound to come. One victory merely whets the appetite for new conquests, and had all the roads in the country adopted the rules and agreed to the schedules proposed to the Burlington, three months would not have passed before new schedules granting further concessions and higher pay would have been prepared and presented.
—*Editorial Nebraska State Journal, Lincoln, Neb., March 17, 1888.*

One of the main grievances of the strikers was that the company's system of examination of engineers, to ascertain their qualifications and skill, should be abolished, and that there should be no examinations, but that all should come in on the same level and receive the same pay, and yet these same men were the first to raise the cry that the company was employing unskilled and incompetent men to handle their engines, and even made complaint to Governor Larrabee. Of course none of us desire to see the lives of the people or the property of the company jeopardized by incompetent engineers, but it seems to us a little inconsistent that such a plea should first come from the strikers who are opposed to examinations to ascertain who are and who are not competent for the service.
—*Extract from Editorial, Murray, Ia. News, March 15, 1888.*

JUDGE DUNDY'S decision in the B. & M. injunction case was handed down yesterday. He takes the same view of the matter that Judge Gresham took, only his language is more explicit. The right of men to strike, or to stop work when they please, cannot, says the judge, be denied, "but they have not the right to enter into a conspiracy and by concerted action suddenly leave the Union Pacific, when the object of that conspiracy is to prevent the Union Pacific from exchanging freight with the Burlington, as by the interstate law it is required to do. Against such an act the court will enjoin. Neither have the engineers the right to refuse to pull Burlington cars, and such refusal would subject them to imprisonment.

The judge then proceeds to narrate the relation which the Union Pacific bears to the government, and the special legislation enacted by the government for the control of the Union Pacific, its officers and employes as further authority for his decision. The matter of conspiracy to prevent another from obeying the law is also touched upon. The injunction and restraining order are to remain.

In treating of the conspiracy feature of the brotherhood boycott, Judge Dundy's views coincide with those expressed by the *Journal* some days ago. They are the same as those partially expressed by Judge Gresham, except that the decision is carried further and the language used is more forcible and pointed. The fact that an organization bands together, either for the purpose of doing an unlawful act or to cause another to do an unlawful act, is a conspiracy and the parties thereto liable to fine and imprisonment, is taken as a basis of the decision. Following this the judge falls back upon the interstate commerce law and the statutes expressly provided for the control of the Union Pacific, which make it the duty of the Union Pacific to handle Burlington cars, and decides that a continued effort to hinder the Union Pacific in the discharge of its legal duties is a crime, punishable by fine and imprisonment.

This decision, a perfectly fair one, it seems, in all respects, will undoubtedly have its influence upon the result of the deliberations of the convention of grievance committees now in session in Chicago considering the advisability of general strike. These two decisions, by Judge Dundy and Judge Gresham, ought to be sufficient to show the brotherhood engineers that their further action in connection with the railroad boycott are liable to cause them trouble.—*Editorial, Nebraska State Journal, Lincoln, Neb., March 18, 1888.*

In W[illegible] that [illegible] the [illegible] [illegible] plan of the company [illegible] [illegible] their place.

If the [illegible] work [illegible] to [illegible] some thing [illegible] asking them [illegible] and would not give them [illegible] without [illegible] to the [illegible] them from a total creation [illegible].

It is not [illegible] that Chief Arthur wants but [illegible]. He wants a commission that [illegible] must take those men back [illegible]. And then will let Chief Arthur [illegible] at the helm, [illegible] the Brotherhood to treat with the [illegible] agents [illegible] and give them back the place they threw up.

Suppose the enterprise have 200 men employed, and these men, from an organization, make a schedule of prices and rules under which they will consent to work. The managers say when that is presented we can't do it, and the men quit work. The Enterprise company fill their places until their entire works are running finely well, when those who quit work should ask for an "arbitration" after laying off two or three weeks. What would the company have to "arbitrate," and this is the "Q" case.

Suppose George Bark hires a farm hand for the season. After working a few months, the farm hand resolves himself into a grievance committee, writes out the terms on which he will continue work for Mr Bark, including the use of his horse and carriage free, a little less work and a little more pay, and presents his schedule. his terms are not accepted and he quits. Mr Bark fills the place with a new man at the old price, and two or three weeks after the old hand calls on Mr Bark for an arbitration. Those who know Mr Bark's command of strong "Yankee talk" can guess how much he would favor the plan. And this is the "Q" case in common work.

By this time the C., B. & Q. can run its trains without the aid of the Brotherhood. Now is a good time to show their manliness by offering such terms as can be honorably accepted to the men they desire to return. The engineers were mistaken in their estimate of strength and doubtless both parties have learned something in the struggle. Many of the strikers own homes, are attached to their places of residence and would prefer to work for the old company, and it would seem to be good business policy, as well as much to open wide the door for them to return. This should not threaten neither should the company, but in a spirit of kindness bury the past to begin anew.—*"Strike Notes" Sandwich, Ill., Argus, March 17, 1888.*

Now and then a paper criticises *The Democrat* upon its attitude in regard to the strike intimating that it is inconsistent with its uniform opposition to monopoly. Not at all. Railroad employes generally are paid more in proportion to the work they do, to what they earn, than any men in Nebraska. The engineer usually makes above $100 a month. The farmers and the other classes of productive laborers, out of whom the pay of the engineer must come, seldom earn so much as $30 per month. This discrepancy is an evil that should be cured. *The Democrat* doesn't allow a crossroads demagogue to define monopoly for it. It fancies that it knows what the thing is, and it will always be found fighting it. But it is no sheep, to follow a self-elected bell weather. There is more danger to the republic, more damage to the people, in an hour of Arthur and Sargent than in a week of the worst monopoly the country ever saw. It was because the strike had in it the germs of a ruthless and wide-spread tyranny that *The Democrat* opposed it, because an organization of men had grown up which proposed to and is now proceeding to paralyze the business of the whole country simply in revenge for a defeat it invited upon itself.

A power more hostile to the true interests of the commonwealth can hardly be conceived. It cannot be reached, as can a corporation, by ordinary legislation. It is reckless upon whom its blows fall. Only yesterday it broke a treaty of peace and amity and violated faith with a railroad corporation that had given it all it asked and was hourly violating the law of the country because the Brotherhood demanded that it should. It has visited distress and difficulty upon thousands of people who have never so much as harmed a single hair of a single head. Against this kind of tyranny and injustice *The Democrat* will always be found fighting.

The Democrat is a friend of the laboring man. It doesn't care whether he is organized into a guild or not. It doesn't care whether he is black or white. All it asks of him in return for its friendship is that he work and deport himself as a good citizen. It supports and sustains the organization of labor for all legitimate purposes, but it reserves the right to judge for itself just where to draw the line.

And it pronounces the strike on other roads than the Burlington to be the essence of brutality, injustice and bad policy.—*Editorial, Daily State Democrat, Lincoln, Neb., March 17, 1888.*

ACCORDING to the dispatches this morning, "not a wheel turned on the Santa Fe system" yesterday. The brotherhood engineers on several other southwestern lines quit work, and tomorrow it is said Missouri Pacific engines will be idle. Interviews with a number of Santa Fe strikers revealed the fact that they had quit work not because of any grievance against the road employing them, but because they wished to give their "moral support" to their brothers who were formerly employed on the Chicago, Burlington and Quincy road.

* * * * *

It is difficult to see where the "moral support" comes in at this time. The brotherhood engineers have severed their connection with the Burlington road, the Burlington road has employed new engineers, and refuses to discharge its new employees, that its former employes are not now, and probably will not again be, in its employ. As generally understood, the "moral support" movement is usually inaugurated to compel some person or corporation to recognize or accede to some demand of its employes. But as the men to whom this "support" is tendered are not now the employes of any individual, firm or corporation, nothing but financial support will do them any good. This attempted coercion of the Chicago, Burlington & Quincy road simply becomes, under the present situation, an act of revenge against the road, the punishment falling, not upon the party considered guilty, but upon innocent parties.

The same state of affairs exists when the brotherhood attempt to punish all the stockholders of the Santa Fe because part of the stockholders are also stockholders in the C., B. & Q. To deliberately punish the innocent in order to work out revenge against an alleged guilty party is wrong and should not be tolerated by public sentiment.—*Editorial, Nebraska State Journal, Lincoln, Neb., 17, 1888.*

Issued by the Passenger Department of the Chicago, Burlington & Quincy Railroad.

Comments on the Late Strikes.

CHICAGO, ILL., MARCH 22, 1888

CHICAGO.

GOV. LARRABEE'S CORRESPONDENCE WITH MR PERKINS

DES MOINES, Iowa, March 10.—The following correspondence between Gov Larrabee and President Perkins, of the Chicago, Burlington and Quincy railroad, was made public to night The first letter from Gov Larrabee, written ten days ago, is as follows:

DES MOINES March 10.—Mr C E PERKINS President of the Chicago, Burlington and Quincy, Chicago—*Dear Sir* Frequent complaints have of late been made to me concerning the interruption of freight and passenger transportation caused by the strike of the engineers and firemen on your road, as well as the danger arising from the employment of incompetent substitutes for such employes The inconvenience and disappointment which the present state of affairs causes to the traveling public, and the loss which commerce in divers ways sustains are such as that further delay in the adjustment of the differences existing between the management of the Chicago, Burlington and Quincy road and its striking employes would be a manifest injustice to the people of our state. In the territory controlled by your road traffic is deranged and travel inconvenienced to such an extent as to demand a speedy solution of the difficulty I, therefore, appeal to you in behalf of the people of Iowa to make every effort possible to come to an understanding with the strikers It appears to me that even self interest should dictate such a course to you, and especially as your company can be held responsible for damage caused by failure to furnish reasonable facilities for the transaction of business on your road Allow me to suggest that unless you soon succeed in some way to secure a settlement of the controversy you submit the case to arbitration.

WILLIAM LARRABEE.

Mr. Perkins' reply is as follows:

BURLINGTON, Iowa, March 14, 1888—Hon WILLIAM LARRABEE, Governor of Iowa, Des Moines—*My Dear Sir* I have to acknowledge the receipt of your communication of the March 10, sent to me at Chicago I regret that our course should have given any cause for complaint and beg to assure you that no amount of labor or expense has been spared by us to correct as rapidly as possible any shortcomings due to the sudden action of our engineers and firemen two weeks ago If communities or individuals have been damaged thereby we stand ready to make payment in full where we are liable, and I shall esteem it a favor if you will kindly have transmitted to me a statement of all complaints which have been or may hereafter be brought to your attention in order that we may endeavor to render satisfaction in each case It is not necessary for me to say that when men so essential to the operation of a railroad as the locomotive engineers leave the service on less than twenty-four hours' notice, their places can not be filled at once We have succeeded, however, in so far filling them that we now have in Iowa about 67 per cent of the number employed to Feb. 27, to which we are daily making additions, while 75 or 80 per cent. will probably be quite sufficient for the present demands of business. Owing to the large number of men out of employment, to the loyalty, zeal, courage, and hard work of the men who remained with us in all branches of our organization, to the positive stand taken by the newspapers, and to the patience and good temper of the public, from whom we have received many marks of encouragement, we have recovered more rapidly than at the beginning we thought possible Your letter suggests the question of our employing the men whose voluntary action in leaving as was the cause of whatever inconvenience the public has suffered This was a serious and important matter, and one to which we gave the most careful consideration Much could be said on both sides, but our conclusion up to this time has been that we would not close the door to the return of so many of them as we may have work for Very few, however, have taken advantage of this opportunity; and our new men who are competent and of good character will, of course, be retained if they like to stay in the service Very respectfully your obedient servant,

C. E. PERKINS, President

Gov. Larrabee's answer is as follows

EXECUTIVE OFFICE, DES MOINES, March 16, 1888.—C. E. PERKINS, Esq, Burlington, Iowa—*Dear Sir* I am in receipt of your letter of the 14th inst., and am glad to hear that the present situation affords hopes that the regularity in the operation of your lines will soon be re established In compliance with your request I shall take pleasure in forwarding to you any claim for damages that in the future may be brought to my attention. While the inconvenience caused to the public by the present strike has been the subject of much complaint, my intercedence to recover damages has thus far not been requested Yours respectfully

WILLIAM LARRABEE.

—*Chicago Times, March 20, 1888*

THE COUNTRY IN GENERAL.

THE STRIKE COLLAPSING.

As the strike of the brotherhood engineers extended, its aim showed a corresponding lack of precision At the outset there was method in it, and intelligible if not discreet direction The engineers and firemen in the employ of the C B & Q road demanded certain terms which the road refused to grant A general strike followed, in the hope of forcing compliance with the demand from the necessity of operating the road on some terms It was believed that it would be practically impossible to secure competent substitutes for the strikers, and on this assurance the hope of success was grounded It has been shown that the confidence of the strikers was misplaced From various sources, but chiefly from the former employees of the Reading road, a supply of men sufficient for the urgent needs of the C B & Q road was obtained So far the strikers were clearly worsted

A fact never remained. The new employees of the road could handle its freight, and the local freight business was on an independent basis and could not be interfered with But for transportation of through freight the road is necessarily dependent upon the co operation of connecting lines It was resolved by the engineers of several of these lines to refuse to handle Burlington through freight Whether this resolve was formed independently by sympathetic action or at the instigation of Chief Arthur and the union grievance committee is a special point. This is immaterial to the main question, though it may well prove of vital importance to the reputation and influence of the present heads of the brotherhood. For such refusal was a direct violation of section 10 of the interstate commerce law and subjected every employee, upon conviction, to a penalty which may be as much as $5,000 for each offence

Moreover, apart from the illegality of such action, it was manifestly a forlorn hope, for the C B & Q road could well afford to depend upon its local freight business for support until its rights were enforced under the law Therefore the only notable effect of this refusal was to expose the unoffending connecting lines to probable actions in the United States district courts for aiding and abetting the offending engineers, if they suffered the men to persist in their course It would have been difficult to devise a more preposterous boomerang, and it is likely that the engineers themselves now see this For not content with forcing a tacit acceptance of their action [illegible] the engineers [illegible] in some of these lines stopped work completely, refusing to haul even local freight and passengers How the C B & Q road could be crippled by striking other roads is inexplicable to common sense, but this was avowedly the only object of the strike Even the Donnybrook fair club was used with more discretion

In the case of the Atchison & Topeka road especially, this resort of the brotherhood was peculiarly unwarrantable For here there was not even a pretence that through Burlington freight was being handled Moreover, the management of this road has always been exceptionally liberal and considerate to its employees and patrons, as the strikers were well aware The only conceivable idea of the strike was therefore the vague notion that a general embarrassment of business would in some way tend to force concessions by the C B & Q road For it can scarcely be imagined that sane men would deliberately injure all the stockholders of the road because some were also holders of stock in a road whose management was offensive

The managers of the Atchison & Topeka road, in face of this unprovoked attack, have shown admirable temper and forbearance The discretion of this course is shown in the harmonious return to work of the strikers, realizing in a few days their folly and injustice. Chief Arthur, knowing that the strikers on the other roads were on the point of taking concurrent action, and in recognition of the known determination of the strikers, declared the strike at an end The only issue remaining is that between the C B. & Q. road and its former employees, and even that may be accounted as settled for the time at least in favor of the road The strike is collapsing.—*Editorial Boston Daily Advertiser, March 19, '88*

A PUBLIC OUTRAGE.

The strike of the locomotive engineers on the Atchison, Topeka & Santa Fe railroad cannot, from the intelligence thus far received, be explained in any way which will justify the action of the strikers When Mr Arthur, the head of the brotherhood, presented his plans of equalizing the pay of the engineers to the managers of the Atchison company, they were freely acceded to, and orders were immediately given to carry the new arrangement into effect. The compact thus entered into between the brotherhood and the Atchison company, in view of the liberal manner in which the railroad corporation had treated its engineers, contained the proviso, that, if the latter at any time contemplated striking, they would give to the company a month's notice When, later on, the Atchison engineers stated that they did not propose to haul the cars of the Chicago, Burlington & Quincy road which in the course of business were delivered to the Atchison company for transfer, the company assumed the risk of violating the interstate commerce bill, and refused to receive these cars from the connecting road which was, and is in disfavor with the brotherhood

Thus, in all respects, and, in our opinion, in certain of these because they were illegal unwisely so, the Atchison company has practised the policy of concession But what is the result? Without stating any reason, other than a determination to show their power the locomotive engineers have turned at a moment's notice on a company which has done all that it could, and more than it should, to favor them, and is treating it in precisely the same manner that they are treating another corporation that is avowedly in antagonism with their wishes Such a reckless and irresponsible course of procedure can, in our opinion, have but one result, which will be to bring upon the Brotherhood of Locomotive Engineers a weight of adverse public opinion from which it can never recover

The people of this country ordinarily have a keen appreciation of the underlying causes of industrial struggles, and when a strike takes place for justifiable causes, they are prompt in their expressions of sympathy for those who have entered on these contests, even though they may doubt the judiciousness of the methods they have adopted But in this case there is not the shadow of a justification, and the business carried on over an immense railway system is temporarily paralyzed, because the brotherhood has the power, and means to show that it can use it

So far as the railroad corporation is concerned, the injury that this forced suspension of business may cause is but a slight factor in the complication A certain amount of trade will be lost, but a large part of what is not now carried will need to be transported later on, and in the work of recovery profitable activity will make good much of the losses at present sustained But the effect of this suspension of business must tell severely upon innumerable interests and industries which are dependent upon the Atchison system for their maintenance

It is safe to say that there are several million persons whose welfare will be directly or indirectly disturbed because of the strike of the Atchison locomotive engineers That this vast number can look upon the proceeding with any degree of favor, or consider it in any light other than a wanton abuse of power, is not to be believed If a railroad corporation thus disregarded the vested rights of the people, a cry would go up from one end of the country to the other to have its charter instantly revoked But an act which would be an outrageous wrong when practiced by a combination of individuals

In the past the Brotherhood of Locomotive Engineers has occupied a favorable position in the eyes of the public, because it was believed that the policy of the organization was a wise and conservative one, and that those who managed its affairs would not make the mistakes that were too often made by less informed men But if the record of labor disturbances in the last ten years is reviewed, it will be impossible to find a single instance which could be held up as a parallel to this for utter disregard of moral obligations If this is the course of action to be taken by what was assumed to be the most conservative labor organization in the country, the American people can hardly fail to have grave doubts as to the general benefit of these various associations Certainly, the Brotherhood of Locomotive Engineers will forfeit the popularity that the organization has hitherto had, and without the support of public sentiment it will soon have little power, either for good or evil.—*Editorial Note, The Boston Sunday Herald, March 18, 1888*

RAILROAD BOYCOTTING.

The engineers' strike on the Atchison, Topeka & Santa Fe is on its face one of the most unjustifiable on record It is openly repudiated by the chief of the Locomotive Brotherhood, and the contradictory explanations given of its cause show that those who instigated it are conscious that public opinion will not sustain the step they have taken.

The strike was begun without warning, leaving the road to meet the embarrassment of the sudden stoppage in its business and the loss of perishable freight as best it could It is made by men who have been treated with the greatest consideration by their employers, so much so as to invite the charge that they were "pampered" They have no grievance of their own, the only complaint is that the company is handling Burlington freight, and even the truth of this is denied It is not surprising that this big strike is threatening to collapse already. It had nothing to give it backbone, and it would be, indeed, amazing if it does not break down early

It is evident that the Locomotive Brotherhood are bent on testing their ability to prevent other railroads from exchanging traffic with the excommunicated Burlington and Quincy They have hitherto avoided forcing this issue too strongly upon roads in the hands of receivers, as their leaders know very well that it is much more difficult to fight a bankrupt road under the protection of a United States Court than it is a solvent corporation The attempt that is now being made to coerce the Iowa Central shows that the engineers are disposed to depart from this prudent policy, which departure, if persevered in, may lead to some very interesting results.

* * * *

The Brotherhood can not possibly succeed in their efforts to compel the railroad companies to violate the law and join them in boycotting railroads with which the engineers are at war Considerations of convenience may prompt some companies to go as far as they can in order to avert the contest with their engineers, but both the law of the land and the instinct of self preservation will prevent railroad companies from making the Brotherhood of Locomotive Engineers an omnipotent force by aiding them to coerce those roads against which the Brotherhood see fit to declare war.—*Editorial, Philadelphia Press, March 18, 1888*

WESTERN RECKLESSNESS IN THE NEW STRIKE

The reckless strike on the Atchison, Topeka & Santa Fe railroad is a curious illustration of the manner in which the general temper of a community or section of the country tells upon men of any class or occupation There is more reason for a strike of engineers and firemen on more than one of the trunk lines running east from Chicago than there was for anything of the sort on the Santa Fe route, because they handle more freight from and for the "Q" system. The only reason why the trunk lines escape while one of the far Western connections of the Burlington road is tied up, is that workingmen, like business men and everybody else, are less conservative in the West than the East They feel more independent, doubtless, and less afraid of losing their situations, owing to the fact that the pressure of competition for employment is much less severe than in older and more densely populated sections There can be no other explanation of the blow struck where it was least deserved, while less friendly roads escape all attack The Santa Fe is suffering from the general temper of the region through which it runs.—*Editorial, The Leader and Herald, Cleveland, Ohio, March 17, 1888.*

HIS MEMORY AT FAULT.

In an interview reported in Monday morning's Associated Press dispatches, Chief Engineer Arthur is reported as saying "During the past fourteen years not a single brotherhood engineer has ever deserted his engine without using every possible precaution to save the lives of his passengers, and the public well know how many have died at their post of duty Mr Arthur attributes this alleged fact to the influence of the brotherhood in raising the standard of intelligence, sobriety, skill and morality He is undoubtedly right in the main in this statement, but his memory, unfortunately, fails him as to the period covered He has apparently forgotten that, under his own orders, on the 29th of December, 1876—little more than eleven years ago—at 9 o clock at night, in the midst of a driving snowstorm, every engineer on the Grand Trunk left his engine and train wherever they were, regardless of the damage and loss inflicted upon the public, and the unusual hardships to which they subjected innocent and unoffending passengers. He has apparently forgotten, also, how, in the elation following the success of this demonstration, he ordered its repetition one month later on the Boston & Maine, and that in this case, too, every brotherhood engineer abandoned his train at an appointed hour and deserted his post of duty

In an account of these occurrences of the "strike year" in yesterday's HERALD, it was pointed out that, in all probability, the collapse and failure of the Boston & Maine demonstration in 1877 had most to do with the subsequent discreet and conservative behavior of the engineers than any other one cause In that case the brotherhood engineers, notwithstanding their character for intelligence, skill and fidelity, under Mr Arthur's orders, betrayed their trusts, and undertook to secure personal advantages by sacrificing public interests It was only a single railroad system that they then undertook to paralyze They failed simply because, no matter what may be the merits of the controversy the public will not permit itself to be bullied or browbeaten into taking sides If the brotherhood made a mistake eleven years ago in trying to paralyze a single road, they will make a much greater one now in undertaking to hold all the traffic of the West and Northwest at a stand-still, pending the redress of their private grievances.—*Editorial, Boston Herald, March 13, 1888*

The engineers' strike on the Santa Fe system, after having proved a practical failure, has been abandoned, and the men have been formally notified by the Chairman of their Grievance Committee to return to work. He adds that he had been summoned by the "Grand Chief" to "repair to Chicago and adjust all misunderstanding" This expression indicates that it may be possible that there will be an "adjustment" on the Burlington and Quincy Road also It is very desirable that there should be one, if it can be reached without any sacrifice of the power by the company to carry out its legal obligations In any case, it now appears reasonably probable that the engineers have nearly learned their lesson in the bitter school of experience When they have fully done so they ought to be glad to return to their former prudent and honorable policy.—*Editorial Note, New York Times, March 19, 1888*

THE strike on the Atchison, Topeka & Santa Fe railroad, for which no cause existed, has been speedily ended. If Mr Arthur intended this strike as a "feeler", he did not have to wait long for the result Before the Burlington strike the Brotherhood of Engineers had commended itself to the public's regard and sympathy by a prolonged period of immunity from strikes Its first departure from the policy that prevailed for ten years has been a dismal failure Let the brotherhood take the lesson to heart But it will be long before it can regain the position which it held as a conservative organization and an opponent of the methods of workingmen in general.—*Editorial note, New York Tribune, March 19, 1888.*

BUT we do most emphatically deny the right of a handful of railroaders to paralyze the traffic of a vast section of country, as is being done now, or to go further still, and stop the traffic of the entire union, as they will do if they go on "sympathizing" with the "Q" men at the present rate In either case the leaders of the Brotherhood should be held responsible for the damage done to outsiders, who have no earthly concern in the affairs of the Burlington road, just as the proprietor of a newspaper are held responsible for its utterances, no matter whose the hand by which they have been penned.—*Extract from Editorial, Pittsburg, Pa, Leader.*

When the strikers on a railroad of which there is no complaint give as a reason for their action that they do this to injure men who are its stockholders, because they are also stockholders in a road against which they have a grievance, the acme of injustice is reached Is not possible that such a case can be controlled by public opinion? If it is not, then it will become a serious question in the minds of men how long such acts shall be permitted without calling in the aid of law to control them.—*Editorial, The Boston Sunday Herald, March 18, 1888*

ALONG THE C. B. & Q. LINES.

THE STATUS OF THE STRIKE.

This morning we publish the Santa Fe contract of engineers and firemen It will be seen that the reports in regard to the contents of the document were substantially correct

We do not believe that a more flagrant violation of good faith in the observance of contract of the kind is on record There is not a point on which the strikers can hang even the weakest argument

Such being the case, it is not strange that, on second thought, some of the engineers have returned to their places

* * * *

The doctrine which would allow the Santa Fe road to boycott Burlington business at the dictation of employes, would allow any road to boycott any merchant along its line on account of the same dictation The people of this country will not allow the railroads to boycott, and the people will not make exceptions in favor of employes, especially when the employes are totally wrong It will be fatal to combat these propositions

Now, in regard to the methods that have been employed in this strike For years the people of this country have been told of the intelligence and conservatism of the locomotive engineers It was imagined that unreasonable conduct on the part of Mr Arthur and his organization was next to impossible This feeling gave the Brotherhood great prestige in every undertaking. In their contest with the Burlington road, the engineers were treated with the greatest patience by the public, and all on account of previous confidence in the worth of the organization

But the people have been given a surprise. They have suddenly discovered that the most promising labor organization has developed into a reckless, unreasoning body of obstructionists. Those on whom the people depended to a large extent for the safety and stability of transportation, are engaged in making unexcusable war on the trade and commerce of the country Martin Irons and his insane followers were not more absurd in their conduct than the engineers and firemen who abandoned the Santa Fe locomotives

If such indefensible conduct is possible on the part of the most promising labor organization, what indeed will the people conclude in regard to the system of unions based upon force? For two or three years the unions have been engaged in undermining the real interests of wage workers and this last blow is beyond doubt the severest that has been given That it should come from the Brotherhood of Locomotive Engineers is the most remarkable phase in the situation

Look at an incident in the present contest. On Friday the chairman of the grievance committee announced that it was all arranged and that the engineers would abandon road after road until the Burlington was brought to terms

Yesterday the chairman boldly, and with the coolest indifference announced that on the day before he had deliberately told a falsehood Here is his statement

"We wanted the people of the United States to become excited over the strike and thought that this would be the best scheme to have them realize the true state of affairs We also wanted to scare Congress a little You see when the announcement was made that every road in the United States would go out, the government naturally opened its eyes, and no doubt will take some action to prevent such a calamity It is the wish of the Brotherhood to have Congress make certain arrangements whereby a committee will be appointed to investigate all trouble between railroads and their employes—something on the order of the inter state commerce law"

The folly of this man can hardly be properly characterized

He was not only mistaken in his policy, but he was utterly without conscience in his method. He announced a programme which was calculated to make every impartial and resolute person in the country an active opponent of the strike He announced a policy which will not for a moment stand the discriminating investigation of the American people

In the very act of attempting to force a railroad into a violation of a law of the United States This man announces that he told a falsehood for the purpose of intimidating the law making authority of this country In the very act of violating a solemn contract this leader talks about frightening Congress into a passage of a law Let him look at the position in which he has placed his followers, and then estimate the value of laws or contracts to men who coolly violate contracts and defy law.—*Editorial, Kansas City Journal, March 18, 1888*

HOW CAN THEY ARBITRATE?

In regard to the Santa Fe strike, nothing, as far as we can see, has happened to make any change in the principle involved Certain engineers have abandoned their posts in violation of a solemn contract, without a grievance, and without a notice to their employers

In abandoning their places, these men are impeding the commerce of the country, allowing produce to the value of thousands and thousands of dollars to rot in the cars, and forcing a prodigious loss on thousands of persons who are in no way responsible for the situation These are bare facts which cannot be faced with even an attempt to explain them

In such facts [illegible] we do not see how any solution to the situation can be proposed that does not involve the return of the men to their posts as a condition precedent to negotiations of any kind

All kinds of suggestions are made in regard to arbitration How can the Santa Fe road arbitrate with men who have voluntarily abandoned their connection with the road? How can the Santa Fe road settle a question that has not been presented in connection with its own management?

What standing would the engineers have in any court on earth with their case as it now stands? Have they demanded more wages and been refused? Have they even asked for more passes and been refused? Have they charged the violation of any contract on the part of the road? Could they stand a cross examination in the presence of any court?

On their part what have they done affirmatively? They exact conditions on the part of the road They agreed to live by their own conditions They have not only failed to abide by their own rules but they have violated them with a haste that seems to indicate a reckless disregard of the responsibilities of a contract

An arbitration [illegible] of differences, presupposes that there are issues to settle and that the parties are in a position to submit their differences to [illegible] authority In the case the sublime spectacle is presented of men cutting off all chances of arbitration by abandoning the field before they have attempted to make out a case on which to ask arbitration

What is the question that these men want settled? Do they imagine that the American people are going to [illegible] in their might and an [illegible]

[illegible] What [illegible] the Santa Fe [illegible] the part of the [illegible] of its employes

The Burlington [illegible] But [illegible] Burlington engineers [illegible] accepted the terms offered [illegible] the Burlington management to discharge the men now employed and hire the men who struck How can the Santa Fe make terms for a road it does not own?

On the other hand can the proposition be entertained that a few thousand men could in millions in order the suspension of the inter state railroad law?

There is no view of this case that can legally justify the position of the engineers on the Santa Fe system They will not be in a position to even discuss their case until they again take their places and explain to the American people what kind of rule they propose to set up for the government of commerce in this country.—*Editorial, Kansas City Journal, March 17, 1888*

CAPITAL VS. LABOR AND ORDER VS. COMMUNISM.

Mr Sullivan, of Chicago, who is the legal spokesman for the Brotherhood of Locomotive Engineers, has defined the position of the strikers in an interview [illegible] had with a newspaper reporter in that city. He proclaims the highest esteem and respect for Judge Gresham, and the United States Court, and why should he not, both are sufficiently empowered to enforce their edicts?

He disclaims any disorderly intention on the part of the engineers or any violation of the law which can be construed as a conspiracy to injure the C B & Q

His course of reasoning is vastly different from that of ordinary mortals, for, if to bring to a standstill the business of every community on 6,000 miles of railway does not constitute a conspiracy, we are unable to understand what does. The acts of the engineers partake more of the nature of communism than anything else, the effect has been a serious disturbance of business, and social relations through this vast territory and a demand upon the owners of the road against their wishes to contribute more money than they are willing to pay for a certain service. They not only ask this increased pay, but put a ban on other roads which do not aid them in enforcing these unusual demands In effect they establish a system of boycott (as instance the case on the Union Pacific at Council Bluffs and the existing strike on the Santa Fe) to compel the C B & Q to give them a greater share of their earnings.

This is no country for anarchy. Nor will American citizens endure in silence such flagrant disregard of their interests as shippers The business of this country must not longer be interfered with If the old engineers don't want to work for the C B & Q let them go somewhere else, but obey the laws as peaceful citizens Chief Arthur, who formerly exhibited so much good sense has been superceded by the hungry walking delegate, who is too hot headed to take time to consider the outcome While the strike is on, he luxuriates at the fine hotels at enormous cost to the society, but what of the thousands of engineers and other assistants and their families who are enduring this enforced idleness without pay or even credit at the corner grocery?

The Missouri Pacific strike brought all this suffering conspicuously before those who cared to investigate it, and the laboring element on the Burlington is no more provident we conclude than elsewhere

Hundreds of Missouri Pacific strikers have been "tramps" ever since, and railroads can hardly be blamed if they decline to employ organizers and fomenters of strikes How will it be with the strikers in the present difficulty? We are sure the men were misled by promises of better pay which will never be realized

By all means let us have laws enacted which will procure for railroads the safety and security in property that will prevent its being wrested from them by the actions of communistic or anarchistic combinations which claims the protection of this government while undermining its very foundation—viz, "liberty"—*Editorial, St Louis Railway Gazette, March 17, 1888.*

AN UNJUSTIFIABLE POLICY.

In discussing the strike inaugurated upon the Santa Fe system and those threatened upon other systems, by the Brotherhood of Locomotive Engineers, the justice of the demands made by the C B & Q. engineers cuts absolutely no figure It matters not whether those demands were legitimate or otherwise, it matters not whether the C B & Q had practiced unfair methods or not, it matters not whether one's sympathies were with the management of the road or with the laborers. And this is true because the C. B. & Q strike cannot be legitimately considered cause for this effect, the Santa Fe Strike.

Some weeks ago the Brotherhood made its demands upon the Santa Fe management, and those demands were acceded to The Santa Fe management had absolutely no interest in the C B & Q, and its policy, and was in no wise responsible for that policy There is, therefore, no reason why that road, with its gigantic interests, should be made to suffer loss and disaster, and any steps tending to such an end are unfair and unjust, and any order that by any possible creed can attempt to justify such a step is based upon fallacy.

* * * *

There is a great philosophic principle underlying the whole system of law and government, and that principle is the greatest good of the greatest number This strike is in direct violation of that principle For the sake of the C B & Q firemen and engineers, numbering less than 2,000, the commerce of a half dozen States, and the industries of millions of people are to be jeopardized That is the situation, and that is another of the fallacies of this strike.

* * * *

Have these men stopped to consider what will be the result of their actions? Do they not see that the men whom they are injuring are not only unoffending, but powerless to bring the alleged offender to terms?

The Santa Fe road has no means of coercing the C B & Q into an accession to the demands of the engineers Upon the other hand, the C B & Q has legal methods of coercing the Santa Fe to handle its freight. The Santa Fe is helpless, and the millions of people who dwell along the lines of that system, and whose welfare depends upon its fulfilling its functions as a common carrier, are helpless. Can it be wondered, then, if public sentiment, gazing upon public disaster, turns fiercely upon the cause of that disaster?

* * * *

Call this a war between labor and capital if you will, and still it must be admitted that the brunt of the battle and all its real losses must be borne by labor itself Employers will find their income curtailed, but no single comfort or luxury will be dispensed with Employes will find that it is they who must live upon black bread and water, and wear last year's clothes.—*[illegible], St J[illegible] Daily H[illegible], March 17, 1888*

THE "Q" STRIKE.

There never yet was a justifiable strike, there never can or will be, and no man who has the best interests of his countrymen at heart, will advocate a strike, aid or encourage one, either by participation or advice The principle of [illegible] can be seen in favor [illegible] of a strike we care only when [illegible] with the strike [illegible] system [illegible] in justification [illegible] and in every part

It is not a question of [illegible] wrong, it is not a war, a freeze out, a test of endurance as between the railroad company and the engineers, but it's a dirty trick these men are playing us people outside either faction and it is us who suffer—we who are in no way interested in the differences between the employer and employees—and if Mr Arthur is the cautious, brilliant man his followers would have us believe, he would not punish the public to force the "Q" people to his demands Indeed he would not.—*[illegible], Quincy, Ill, Saturday R[illegible], March 17, 1888.*

WITHOUT EXCUSE.

If the breach of a contract cannot be excused the strike of the engineers on the Santa Fe railroad system is without any kind of excuse Not many months ago the managers of the road and the representatives of the engineers made an agreement, in which it was stipulated that either party to it should give thirty days notice before stopping work or changing its conditions

* * * *

The public, as a rule, takes sides against a corporation, and with the employes It always does if there [illegible] But in this case every reasonable man in the country declares against the men who break their promise and desert a service in which they have been granted their own terms

* * * *

In most cases of this kind there has been ground for arbitration, but here there is none The men struck without making a complaint or giving the company any notice whatever This being the case, the company can do nothing but wait. In the meantime, contracts giving employments to tens of thousands will be recalled, and the general business of the country will suffer a set back.—*Editorial, Leavenworth, Kan, Times, March 17, 1888*

THE other day the public was surprised at reading a telegram in the United Press dispatches, purporting to have been sent by the general superintendent of the Atchison, Topeka & Santa Fe road to General Manager Stone of the Chicago, Burlington & Quincy road, which informed Mr Stone that the Santa Fe company would hold the Burlington responsible for all loss sustained by the Santa Fe on account of the strike of its engineers The surprise was caused by the foolish and untenable stand taken by the Santa Fe company The idea that the Burlington, or any other road similarly situated, could be held responsible for the disastrous effects of a strike on another road is simply preposterous It has the warrant neither of law nor common sense

But the day following Chairman Carroll of the brotherhood grievance committee, at Kansas City, acknowledged that he had had the telegram published, to mould public sentiment probably This revelation of the origin of the telegram will mould public sentiment in a far different manner from that intended by the forgery The whole circumstance is an indication of the lengths to which some shallow minded men will go to score a point Men of the calibre of Mr Carroll are the ones who strive to push themselves into prominence and power in such organizations, and to such men can be charged much of the loss occasioned by the labor troubles of the past two years An organization is in danger when such men as Irons and Carroll obtain possession of a little fleeting power.—*Editorial, Daily Nebraska State Journal, Lincoln, Neb, March 19, 1888.*

The Brotherhood of Locomotive Engineers is an organization which in the past few years has been of vast benefit to the railway service of this country by the weeding out of incompetent men and rowdies, and thus contributing immensely to the certainty, security, and efficiency of the service That men who have conferred such great benefits upon the public are entitled to and should receive a respectful hearing when they have grievances against one or more roads, will be conceded by all candid men When any one or more members of the organization fail to receive what they conceive to be their rights at the hands of any particular road, no one will dispute that they have a legal and a moral right to sever their connection with it Having done so, one of the employes of the company however, their relations toward it become simply those of private citizens and they have no right to interfere directly or indirectly with the business of the road than any other citizen has This is precisely the position taken by Chief Arthur in discussing the subject of boycotts some time ago and is undoubtedly the correct position

That the refusal of engineers of connecting roads to handle Burlington cars is the result of a preconcerted movement is plain This refusal operates as a boycott of the Burlington, and is an interference with its business by those who have no connection whatever with the road

* * * *

No committee sitting in Chicago has a right under the law to say that a citizen of Kansas City shall not receive a car of lumber unless it is shipped over a certain road The law says that any road leading to Kansas City must haul it if it is offered. When a committee says that the road shall not take it unless it is loaded in a certain car or in a car that does not belong to a certain road, that committee virtually assumes the right to set aside the law.

The whole question resolves itself into this. Shall the internal commerce of the country be regulated by law, or shall it be at the mercy of any and all organizations that may choose to exert their power to control it at will?—*Whitehall, Ill, Evening Republican, March 16, 1888.*

About ten days ago complaint was made to the state board of transportation that the engineers at present employed on the Burlington & Missouri River railroad in Nebraska were incompetent and ignorant as far as the running of locomotive engines was concerned, and that the patrons of the road were in danger of loss of property and life

Taking cognizance of these complaints from Wymore and Red Cloud, the board examined a large number of engineers at each place, both brotherhood and Reading men, using the examination prescribed by the brotherhood as the test of admission to that order The result, as shown by the report of the board of transportation, was that the Reading men now employed by the B & M passed as satisfactory an examination as did the brotherhood men examined Some of the engineers could not answer all the questions, and some showed an ignorance of vital points in the business, but these were divided about equally between the strikers and employes. This is an extremely good showing for the Reading men, as, not being brotherhood men, they had no opportunity of knowing what the questions would be

Complaints having been made to the board of transportation, coming from McCook and Falls City, examinations will be conducted at these points also. Enough has, however, been learned to convince the most unprejudiced man that the engineers now in the [illegible] of the B & M are fully as competent and trustworthy as the self discharged engineers.—*[illegible], Daily Nebraska State Journal, [illegible], Neb, March 19, 1888*

Issued by the Passenger Department of the Chicago, Burlington & Quincy Railroad.

Comments on the Late Strikes.

CHICAGO, ILL., MARCH 23, 1888.

CHICAGO.

THE "Q" STRIKE PARALYZED

The return of the fatigued engineers of the Santa Fe road to their work and the refusal of the engineers of the Milwaukee & St Paul and the Northwestern roads to strike, knock out the last prop from under the Burlington & Quincy strike. The fight is at an end, and every day that now passes not alone rapidly restores the Burlington to its old condition but lessens the likelihood that those who remain out will ever get back

The action of the St Paul and Northwestern engineers in deciding to "raise the boycott" on "Q" freight, which is tantamount to a decision not to strike, is commendable to the conservative majority in their ranks. The strike, if it can be called a strike, is now narrowed down to the "Q" section of the brotherhood, and they are left in a sorry plight The traffic of the road, both passenger and freight, is now in good shape again, and every day adds to its completeness Hence it is a matter of little consequence to the road what the strikers do or whether they give up or continue their strike They have found that in attempting to boycott the road they not only antagonize public sentiment but run plumply against the law of the land. One by one the other roads have decided to handle "Q" freight, and the engineers of those roads have had the good sense to recognize the force of law and the common duty of the railroad managers under the law.

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As the matter now stands, the strikers on the "Q" Road, if they have the intelligence with which they are credited, must be aware that their strike is absolutely dead, that they cannot influence any other road to decline handling its freight, and that the engineers of the other roads, however much they may sympathize with them, are not disposed to let their sympathy run away with their sense or interfere with their work and wages. They have no one to fight and nothing to fight for They are simply wasting their blows on the air and in the meantime making it more and more difficult to get back to their former relations with the road Under such circumstances the best advice which can be tendered them is to cry quits, make as good terms as they can, and go back, if they can get there, remembering at the same time that haste is an important factor of the problem. In all probability there are some who will fail to get their old positions, but as it is only a question of time, and not a long time either, how soon all will fail if something is not done, the importance of prompt action ought to be apparent to them —*Editorial, Chicago Tribune, March 23, 1888.*

The strike on the system of the Chicago, Burlington & Quincy is over, if the public may believe the evidence of its senses The road is carrying all the business it can get and employing new engineers by the hundreds. The Brotherhoods have not acknowledged the defeat, but they could spare their men much further disaster by ordering them to seek work. It is to be conceded by all that no engineer has been the arbiter of his own destiny. He struck because he must. It is a pity so many worthy men, with homes in this region, have been caught between the devil and the deep sea. The company should be very charitable with all such of its former servants —*Editorial Note, Chicago Herald, March 23, 1888*

THE COUNTRY IN GENERAL.

A CRAZY PURPOSE.

An illustration of the manner in which labor interests are sometimes jeopardized by reckless and foolish leaders is given in the explanation reported in the Western papers, to have been made by one of the leaders of the engineers on the Atchison, Topeka and Santa Fe road, concerning their sudden and short lived strike. "We wished to keep the agitation up," said he, "and to show the country what we can do. Besides that, it is a good time to scare Congress a little."

This is about as remarkable an avowal of the policy of striking, simply as a demonstration of ability to strike, as we have ever seen, and it is also worth while to remark that it shows about as criminal a degree of disregard for the welfare of labor as can readily be imagined The very foundation of labor organization depends on the necessity to secure good wages for labor. To throw labor out of employment unnecessarily, is therefore a violation and treason to the primary purpose. Yet here we have men so utterly oblivious to the interests entrusted to their charge as to stand ready to deprive the men directly under their control, of wages for an indefinite period, and in addition to subject all the industries dependent on the road for transportation to palsy, for the magnificent purpose of showing the country what they can do and scaring Congress a little

Such an avowal reveals the man making it, in the light of desiring, not to preserve the prosperity and welfare of working men, but of displaying the power which he has obtained as a labor leader The Knights of Labor have been reproached with the prominence of such reckless leaders, but it seems that they are to be found even in that conservative and aristocratic organization of labor, the Engineers' Brotherhood Most certainly the wildest and most ruinous fantasies of Martin Irons, or the most eccentric developments of D. A. 49, never equaled this idea of condemning thousands of workmen to loss of wages for the elevated purpose of scaring Congress and showing what they can do.

It is well for the reputation of the Brotherhood, as a conservative and sensible body, that Mr Arthur still had the power to put a sudden stop to that sort of strike by ordering the men to resume work —*Editorial, Pittsburg, Pa, Dispatch, March 20, 1888*

THE STRIKE EXTENDING.

The extension of the Burlington strike to other roads is about what was expected by all who have been careful observers of labor troubles in this country during the past few years When strikes are set on foot they are always likely to extend until all who are in any way concerned in the interests involved are dragged into the movement

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The employing party invariably has the law upon its side, acts in harmony with the great business interests of the country, and rests its case upon the well recognized and long established usages of civil order. With the other side it too frequently becomes a desperate struggle for existence, a fight for bread and butter, and then the obligations due from every citizen to the society from which he expects protection for himself and family are often forgotten. Many members of the Brotherhood of Locomotive Engineers have evidently reached this last point

At a union meeting of the engineers and firemen of the Santa Fe road, held at Topeka, it was declared that the men left their engines because the struggle had become "a question of life and death with the Brotherhood" Therefore they dealt a severe blow to the public generally by abandoning their trains They also declared that the Santa Fe had violated the agreement entered into with them not to haul freight for the Burlington road

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The proposition, reduced to plain language, was a request for a great railroad company to to act in open violation of law, rather it was a tacit threat that if the company did not violate the law it would be forced to suspend business No organization would have made such a demand had it not been, as the Topeka engineers and firemen said, in "a life and death" struggle

The engineers and firemen who abandoned their trains on the Santa Fe road committed an act for which there can be no justification. They placed their interests above those of the public at large

* * *

Why should thousands of passengers, men, women and children, be forced to stop in a strange city, miles away from their families, simply because the employes of some railroad are engaged in a strike with their employers? Why should perishable freight, of immense value, be stopped en route to its destination, lost to its owners or to the company transporting it, merely because of the trouble existing between the officers of a road and their employes? If the Brotherhood of Engineers recognize this proceeding as just then they endorse the boycott in its worst form A few months ago the *Leader* condemned the employes of a road running into Philadelphia for refusing to handle freight consigned to a warehouse which employed non union men, and we believe the Brotherhood of Locomotive Engineers agreed with us in denouncing such conduct. Yet the senseless and unreasoning conduct of the Knights of Labor in Philadelphia has been followed by the engineers and firemen on the Santa Fe road In both cases the action was equally wrong No good can result from such a proceeding It is despotic, contrary to law, and opposed to those far reaching public interests which should be paramount to the interests of any single society Yet, such extremes are the natural results of all great strikes, and they furnish a potent argument against resorting to strikes as a settlement for labor troubles *The Leader* has always regarded the Brotherhood of Locomotive Engineers as a model organization, and it has often commended its conservatism and moderation But recent events have proven that it is not capable of rising above and controlling the unreasoning and dangerous impulses which sway the majority of men when embarked in a strike Its members yield to unwise counsels

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—*Editorial, The Leader and Herald, Cleveland, O., March 17, 1888.*

THE STRIKE ON THE ATCHISON

The strike on the Atchison, Topeka and Santa Fe, the Atlantic and Pacific and the California and Southern roads, which was unexpectedly ordered yesterday, affects over three thousand miles of railway. Without negotiations, without the statement of any grievance, without a word of notice or warning, at an hour previously agreed upon among themselves, more than two thousand locomotive engineers and firemen left their engines, and the business of this vast railway system was brought to a standstill Regarded solely as an exhibition of concert and discipline on the part of a secret labor organization, this strike is a success. But it ought to be clear to any one who has reached the years of discretion that the tyrannous and irresponsible exercise of such a power as this is something which cannot long be permitted Unless government is a failure in protecting the interests and safety of the people, it cannot be tolerated that any body of two thousand or twenty thousand men should with impunity make war upon the public That is what this strike amounts to It does not appear that the employes of the Atchison system have any grievance whatever against the management It is not clear even that a single carload of Burlington freight had been hauled on the Atchison road These considerations, however, do not affect the chief principles involved, except so far as the absence of a grievance aggravates the offence. The main point is that this war against the public is undertaken in order to coerce a certain railway corporation into yielding to certain demands Innocent people who have nothing to do with the quarrel are to be injured, business is to be prostrated, and a large section of the country is to be left without facilities of transportation in order that a certain body of strikers may extort their own terms from their employers That is what this strike means It is the same thing that was attempted in the Galveston strike, in the great strike of the railroads of the Southwest and in the strike of coal handlers in New York It has failed every time, and it must fail every time, unless the functions of government are to be handed over to some junta of labor agitators and leaders

Confessedly, Mr Arthur is fighting for existence. He has promised to resign if he does not make the strike a success He has announced that failure in this enterprise means the dissolution of the Brotherhood. Yet the Burlington road has shown its ability to get along without the Brotherhood engineers, and every day is recovering more of its business. Chagrin at this result, and a desperate sense that something must be done, have led Mr Arthur to "consent" to this Atchison strike Presumably, judging from various threats that are made, he is ready to "consent" to other strikes Now the public is too large a force for Mr Arthur to contend with successfully for any length of time It is too strong to be beaten down by the Brotherhood of Locomotive Engineers or any other association It is time that the public, through the courts and the officers of the law, should move We believe that there are laws which make such conspiracies against the public criminal offences There should be no delay in testing their force —*Editorial, Boston Journal, March 16, 1888*

We are told in a Topeka dispatch that when the striking engineers on the Santa Fe Railroad returned to work yesterday "they believed that they had been the victims of a demagogue's mismanagement" Just so. Now let them get rid of such leaders, and run them out on the double quick —*Editorial Note, New York Sun, March 20, 1888*

ALONG THE C. B. & Q. LINES.

THE GOVERNOR AND THE STRIKE

A few days ago we printed a letter written by Governor Larrabee of Iowa to Mr. Perkins, President of the Chicago, Burlington & Quincy Railroad Company, in which he suggested that the Company had better arbitrate the matter with the striking engineers and firemen This action on the part of the Governor of a State would have been a few years ago considered quite extraordinary It was something of quite doubtful advisability in this instance Without any really good cause the engineers quit work The company having no notice could not at once fill their places with other workingmen, but it never ceased night or day in filling the places as rapidly as possible There was nothing to arbitrate A lot of men had quit work A lot of other men had been engaged in the work. Therefore the suggestion to arbitrate could hardly strike the company favorably. No one else in its place would have thought such a proposition was called for

There has been a good deal of interest to see the railroad company's reply to the Governor The answer was made on Wednesday last, but the Governor declined, when asked for a copy of the letter on Saturday last, to give it Being denied there THE REGISTER applied to Mr Perkins, the writer of it, and secured a copy. Elsewhere to day we give the entire correspondence, the Governor's first letter, Mr Perkins reply, and the Governor's rejoinder, in order that the public may see and be able to judge of the correspondence and the result of it, and the credit attaching to each of the correspondents from the beginning

The letter of President Perkins is quite brief, but excellent in tone and statement It shows that the company, having so many men quit work without notice, was a little embarrassed for awhile, but that is speedily recovered and by using diligent effort rapidly secured other engineers and firemen and very quickly put its service in order again It shows that the company now has practically a sufficient force to operate its road Mr Perkins goes on to say in fine temper that if communities or individuals have been damaged by anything arising out of the strike, the company stands ready to make payment in full where it is liable, and the Governor is kindly asked to transmit any statement as to such damages coming to his knowledge in order that the company may render satisfaction in such cases. It will be seen by the Governor's second letter that no claim of damages has been made to him It is probable, therefore, that the complaints to him came very largely, if not entirely, from the striking workingmen who wanted to use the power of the State to coerce the company whose service they had left but whose management they were unable to dictate

One good thing in Mr. Perkins' letter of such good tone throughout is the suggestion that he is still ready to employ such of his former workingmen as may apply for the places he still has left This shows that the company and its president have conducted themselves in this strike without anger or malice, and while their business was seriously incommoded by the unreasonable action of the striking workingmen, they are still willing to employ in such places as are not yet filled any of the old workingmen who apply to them Certainly no better spirit than this could be shown or expected

As there was nothing to arbitrate when the Governor wrote his letter to Mr Perkins, so is there nothing to arbitrate now One set of men had then quit work, the Company had so many places for workingmen and the wages for the places established It did its best to secure competent men to fill them, and did fill them as rapidly as possible It had nothing to arbitrate Now it has nearly all the places filled, and still has nothing to arbitrate It is to be regretted that the Governor, in his first letter, did not state what he thought there was to arbitrate All corporations, firms and individuals employing labor would have liked to know. They would like to know when their men have quit work what there can be for them to arbitrate There is a principle in this matter; a principle that property has some rights, and a principle that employes shall not be able to dictate entirely the control or management of property There was nothing else in question as respects the Burlington road A large lot of well paid workingmen, much the best paid in the service, attempted to dictate in the management of the property so far that the Company could not accede to it Then they quit it Then the Company employed new men Then the Governor said, "Why not arbitrate?" So the question as to the Governor's letter and interference was and is, what was there to arbitrate? If an answer can be given it should be given yet, although it has been many times called for and not given

It is pretty apparent that the Burlington Company did not come out behind either in the strike or in the correspondence with the Governor —*Editorial Iowa State Register, Des Moines, Ia, March 20, 1888,*

THE BEGINNING OF THE END.

The railroad strikes are beginning to show the uncertainty and the rapid fluctuations that are the inevitable signs of an early collapse. It has passed from the stage of calm argumentation to that of feverish activity, rapid changes in sentiment, and the tumult that always ensues when men have lost their heads and are uncertain as to what is to be done next These phenomena accompany all mental perturbations No one will now deny that the C B & Q strike was ill-advised and inopportune Leaving out of the question the grievances complained of, it is manifestly bad generalship to begin a battle with the chances of defeat much greater than those of victory A forlorn hope is often necessary but a man is poor leader who begins a contest with one It is to be observed that there are mental epidemics no less than physical ones. Such was the great railroad strike of 10 years ago when Pittsburg was burned. It raged with fury for several weeks and then subsided as suddenly as it arose There was no excuse for it and it did no good. The present strike among the engineers presents some of the phases of its prototype, its mental traits, except that it is not accompanied by violence. The evidences now are that it has spent its force for it is no longer under control. Men strike one day and go out on their engines the next. No one seems to know who is giving orders or whether to obey them or not. There is a confused sense in the public mind No one now talks of grievances, for the road that made the first and greatest concession is now suffering the most In this emergency every man should keep cool The storm though violent will soon blow itself out We are in the midst of a mental cyclone and the men who keep their wit and are not blown about by every shifting phase are the men who will suffer least damage It is not the first storm of this sort that the public has been called upon to experience and it will not be the last The sensible man will look through the clouds and see on the distant horizon the little rift that shows that beyond the stars are shining, the sky is clear and the signs are pregnant of a bright and pleasant day to morrow.—*Editorial Peoria, Ill, Journal, March 20, 1888*

THE DANGER OF IT.

Whatever may be the result of the existing strike it will not be claimed by the engineers' organization that the press, without an exception so far as noted, has failed to do them the fullest justice in its daily chronicle of the situation. Indeed, it has not merely been just toward them; it has been partial. Especially has this been the case with what is known as the Press Association, which furnishes the telegraphic news of the country. Every telegraphic dispatch has been conspicuous for its Brotherhood coloring, for its iteration and reiteration of Brotherhood vernacular. All engineers, however competent, however long and reputably and efficiently connected with important roads in the east and elsewhere, have constantly been designated in these dispatches as "scabs," who have "burned out" their engines, who have ignorantly filled their fire-boxes as well as their boilers with water, who have lost control of their engines, caused collisions and generally destroyed valuable property and periled precious lives.

But does the press of the country realize to what this thing tends? Does it not see that a persistence in this too partial course may give probability to the story of the man who burned his house to get rid of his fleas? That by an injudicious and indiscriminate encouragement of one side of a local dispute it may extend its consequences to national proportions? The history of the world shows the tremendous power of a wide spred secret organization. It is all potent for good or bad as the men engaged in it make it

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The tendency of absolute power, whether it be in kings or societies—whether it be in one autocrat, 30,000 or 300,000 autocrats, is to abuse, and none but a wisdom beyond that vouchsafed to man can wield such absolute power with absolute justice. If the government of a state or that of the United States should declare to day that a certain rate of wages should be paid for specified labor, or certain prices be paid for the necessaries of life, there would be a revolution to morrow. If the national government should threaten to stop the wheels of commerce at a given hour throughout the whole country, if a certain policy of its own were not acquiesced in, the people would rise and scatter that government like chaff before the wind. And yet when one man in the name of 20,000 private citizens makes the same threats, 50,000,000 of people stand trembling and aghast

THE REPUBLICAN has always been consistent in its encouragement of the good purposes, lawful aims and methods of the labor organizations of the country, but it sees a danger to themselves and the country at large in the autocratic use of their power, unless the Brotherhood keep constantly in mind their duty as citizens, as well as to themselves as a class There is neither sex nor condition in tyranny. Whether clad in purple or in overalls it is ever the same and always odious.—*Editorial, Omaha Republican, March 20, 1888*

AN IRRESPONSIBLE ORGANIZATION

It has been the custom hitherto for managers of railway property to treat with the Brotherhood of Locomotive Engineers as a responsible organization, and with that understanding agreements covering a wide range of mutual interests have been solemnly ratified and signed by the commanding officials of both sides In fact, the public has always believed that, although the Brotherhood was a compact between engineers for mutual aid and protection, it could be restrained by law from trespassing upon the rights of others, and it is this understanding of it that has given it so much strength and influence, both in railway circles and in the community at large. but it transpires that the organization has no such existence It cannot be legally bound to perform its part of an agreement. It can not be restrained from doing acts of violence or entering into a conspiracy to injure persons and property In short, there is no such organization in law as "Brotherhood of Locomotive Engineers," but all will admit that it is a combine of some kind possessing great power and inclination for evil and little if any for good

Only a few days ago Chief Arthur, when cited before the court to answer in his official capacity for certain alleged acts committed against railway and commercial rights, declared that the Brotherhood was not an organization or corporation within the meaning of the law, that it could not be held to answer for anything as an organization, that it had no legal existence as such, and that, although its members acted in concert to secure this or that, they would have to be enjoined each in his individual capacity from committing illegal acts, though the chief of the organization might have ordered that the acts be committed, and no doubt Mr Arthur's position is entirely tenable In fact the courts so hold, and therefore there is no legally constituted organization by the name of "Brotherhood of Locomotive Engineers," but there is an irresponsible society or band of individuals whose calling is that of locomotive engine drivers that is assuming the right to dictate to a legally organized and legally responsible organization what proportion of its revenue shall be paid over to certain members of the society for their services—services, by the way, that are now not wanted at all In some countries such demands would be considered as coming from an organized conspiracy against the peace and welfare of the general public and prompt action taken accordingly but the governors of Iowa, Kansas and Colorado seem to see more votes than conspiracy in it, which makes the situation mighty comfortable on Mr Arthur's side of the fence.

And now that the Brotherhood has proclaimed itself an irresponsible organization, what is the duty of managing officials of railway property in the premises? Surely a man holding and managing in trust property valued at millions of dollars that can be legally held for all its contracts and debts and made to perform in full every provision of any and all agreements with which it voluntarily binds itself should not be stupid as to enter into a compact involving as large a sum of money per annum as the wages of the locomotive engineers aggregate on the Burlington system, with an organization that protests in open court that it has no legal existence and no responsibility can be attached to its acts Why, the Brotherhood admits [illegible] legally organized society it is a myth and that in their individual capacity only are its members responsible for agreements, contracts and promises, though made, signed and sealed by Brotherhood officials, and since that is thus admitted it does seem that good business sense would suggest to both sides that the railway company should bargain in its corporate capacity with engineers whom it would employ in their individual capacity so that whatever agreement might be made it would be between parties legally responsible for their acts The public likes to see things done decently and in order, and it likes to see every man stand square toed to his bargain, but it don't like to see the "heads I win and tails you lose" kind of methods employed in matter of fact business operations The man why pays out money for labor ought to have about as many rights as the labor, especially when the laborer demands more wages than his work will justify, and when he is not particularly wanted anyway —*Editorial Trade and Traffic, St. Louis, Mo, March 20, 1888.*

MR SULLIVAN ON THE STRIKE

The attempt of Mr. Sullivan, the legal adviser of Chief Arthur to make it appear that the Burlington strike came about in some occult and unpreventable way, for which noody is legally or morally responsible, does not reflect much credit upon him as a lawyer or upon the strikers as champions of the rights of labor Strikes do not come to pass like sudden changes of weather, under conditions which are beyond control, and it is mere sophistry and nonsense to contend, as Mr Sullivan practically does, that such is the fact in this instance Engineers do not leave their cabs one by one on a great line of railway simply because they happen simultaneously to take such a notion ignorant of the unseen and irresistible force which thus impels them to desert their employer They are intelligent, sober, substantial men who would indignantly resent the idea in any other connection that they are not capable of managing their own business, and not responsible for their own actions. The present strike was deliberately planned and entered upon, with a view to compelling an increase of wages. It did not occur by reason of a certain number of men quitting work at the same time, as so many individuals acting each for himself, but by reason of an organized determination to force from the company the concessions which it could not or would not willingly make That is the cold truth in the case; and it cannot be changed or concealed.

It is to the credit of the strikers that they have not resorted to measures of open and flagrant violence for the promotion of their undertaking, but that does not absolve them from all responsibility for the existing confusion and embarrassment. They have done other things contrary to the spirit, if not the letter of the law, and to their professions of regard for the principles of just and fair dealing. Their attitude is a distinct menace not only to the general welfare of the road with which they are in controversy, but also to the prosperity of every other road which shall refuse them sympathy and assistance, and thus to the business of thousands of citizens who have no connection with any railroad except as patrons. They may say that this is only the logical result of a certain step which they had an unquestionable right to take; but that is not a valid defense They had a right to refuse to work, of course, either as individuals or as a oody; but by exercising that right they did not become invested with the authority to injure the property and business of the company, and surely not to inflict damage upon other corporations wish which they have no quarrel, and upon people who have never harmed them in any respect. It is not sufficient to declare that the days of slavery are over, and that workingmen are free to do what they please with their labor. The strikers in this instance do not differ from others of less intelligence and more violence, so far as relates to unwarrantable interference with the rights and interests of their late employer and of the people who are dependent upon the railroads for service of an indispensable kind Mr Sullivan's plea in their behalf only serves to direct attention to the weakness of their position. They have voluntarily placed themselves in the wrong, however right they may have been at the beginning: and for the evil that ensues on that account they must expect to be held responsible by all good citizens —*Editorial, St Louis Globe Democrat, March 16, 1888.*

THE RELIGIOUS PRESS.

INJURING THEIR CAUSE.

There is a certain amount of sympathy among all right thinking people with nearly every attempt on the part of the working classes to improve their condition. Even when they do the very worst, this feeling is not withdrawn. It is unfortunate, however, that so many of their efforts are in the wrong direction, or, at least, that they work in the way of hindering the improvement they seek rather than of promoting it No illustration of this is more plain than that of the locomotive engineers who entered upon an extensive strike for the purpose of compelling an equalization of wages. They demand that all engineers shall receive the same compensation, no difference being made in favor of those of long experience and able service, and no premium being permitted for those who shall, because they are competent to do it, serve the companies in hazardous situations This is so intrinsically unjust that it antagonizes the common sense of the people, and even though the railway companies should for the time being acquiesce in it, it would necessarily soon pass away.

It is part of the training in life in any of its departments to prepare for higher work by properly doing that which is lower That which is honorable because it is well done, commands the better pay. The equities require this. If one be incapable of doing a certain service he must be content with wages for what he can do, hoping, perhaps, that by fidelity and the use of all his opportunities, he may grow up to that which is above him Graded pay for graded service is a plan essentially right, but it is also a method by which men are given incentives to elevate themselves, and, at the same time, the service in which they are employed. It is immoral to claim that the lazy blunderer shall receive as much as another who, by reason of his energy and faithfulness, has become efficient and fit for the most exacting duties of his place In all situations in life, from the lowest to the highest, the principle here involved has its place, and neither strikes nor brotherhoods can ever overcome it. —*The United Presbyterian, Pittsburg, Pa, Mar* [illegible]*, 1888*

Issued by the Passenger Department of the Chicago, Burlington & Quincy Railroad

Comments on the Late Strikes.

CHICAGO, ILL., MARCH 24, 1888.

CHICAGO.

A FABLE FOR STRIKERS

Realizing that they are beaten, the engineers of the Burlington road who recently went on a strike are now trying to get the switchmen, brakemen, and other employes to give up their places. Misery longs for company.

Here is a fable that the switchmen and brakemen who are thus appealed to may find interesting and instructive as well:

A fox having been unwarily caught in a trap, with much struggling and difficulty at length disengaged himself; not, however, without losing his tail. The joy he felt at his escape was somewhat abated when he began to consider the price he had paid for it; and he was a good deal mortifiedly reflecting on the ridiculous figure he should make among his brethren without a tail. In the agitation of his thoughts upon this occasion an expedient occurred to him, which he resolved to try in order to remove this disgraceful singularity. With this view he assembled his tribe together and set forth in a most elaborate speech how much he had at heart whatever tended to their general weal.

He had often thought, he said, on the length and bushiness of their tails. He was persuaded that they were much more burdensome than ornamental, and rendered them besides an easy prey to their enemies. He earnestly recommended them, therefore, to discharge themselves of so useless and dangerous an incumbrance. "My good friend," replied an old fox, who had listened very attentively to his harangue, "we are much obliged to you, no doubt, for the concern you express upon our account. But you say not about before the company, for I cannot for my life help suspecting that you would not be quite so solicitous to ease us of our tails if you had not unluckily lost your own."

Moral—'Tis common for men to wish others reduced to their own level; and we ought to guard against such advise at may proceed from this principle.

The engineers of other roads seem to have come to the conclusion that on the whole their tails are worth saving. It hardly seems probable that the Chicago, Burlington and Quincy switchmen and brakemen can be so blind to their own interests as to let themselves be made tools of by the defeated engineers. The Burlington company can not discharge its new engineers and firemen to make places for the old ones, and the sooner the brotherhood officers accept the situation the better it will be for them. There is only one thing they can do now with any credit to themselves, and that is to admit that the Burlington can run without them and go seek employment elsewhere. The greatest misfortune an industrious man can encounter is to be out of work.—*Editorial, Chicago Times, March 22, 1888.*

THE STRIKE IS OFF.

The end of the great railroad strike seems to have culminated at this writing, with the successful operation of the Burlington system despite the strikers. The boycotting of other roads handling Burlington freight, the decision of Judge Gresham against this practice, then the strike over the Santa Fe system of roads, seems to have ended in the unconditional surrender of the strikers, who again go to work. Did United States District Judge Dundy's decision in regard to the Union Pacific road have anything to do with it? Perhaps. But the probability is the brotherhood thought it best not to press matters too far under the almost unanimous disfavor of the people over the arbitrary action of a secret body of men, who thinking they had the power, sought to use it arbitrarily against innocent persons.—*Editorial, Farm, Field and Stockman, Chicago, March 24, 1888.*

THE COUNTRY IN GENERAL.

A GRAVE QUESTION.

The Santa Fe Company has discharged an army of over thousand men in its employ because the engineers refused to run the trains, machines and operate the road. Having no train to run, they have no use for any of the usual employees. Hence they save the wages paid to them, and all this tumult and labor suffers the most.

The Grand Iowa engineers have no cause of complaint against the management of the road, yet because some Q cars are given to it, the engineers will sweep their men from and end the whole freight traffic of the road is effectually paralyzed.

Seventy per cent of the outside labor on the Grand Trunk road is at present on wage earning by reason of this movement on the part of the engineers.

Imagination has struck every department of the road, and serve to close great coal produce and manufacturing.

The question is, has not this thing gone far enough?

Are not the interests of the outside millions of more moment than those of comparatively few men belonging to the privileged class of employes?

It would be important to save the Brotherhood of Locomotive engineers from a ruinous defeat, but the interests of the community are greater than the Brotherhood, and these interests must be taken care of and they will be.

The public can by no permit any organization of men to step in and check the whole commercial movement at a time of crisis, independent of the interests of ten times the number of people involved than those who pull the throttle.

Government will yet see the necessity of settling the question in a settlement such that such cases very promptly and very effectually.

The public reserves the right to protect those who manage corporations, or those who work for them. The sooner the law-making power is brought around to an appreciation of this topic the better for all concerned.

The Brotherhood strike has failed, absolutely and completely failed. Every department of the Santa Fe road is now fully in operation, everywhere, and two thousand men are out of employment.

All this side play is nonsense. It cannot help the Burlington engineers, for that road is completely equipped, and it is worse than folly to continue the game of losing wages, inflict long losses on innocent men, and disconsolate ing the public.—*Editorial Chronicle, Inter Ale, March 22, 1888.*

WORKING OUT THE PROBLEM.

The return of the striking engineers to their places on the Burlington road is looked upon as a strong indication that the Brotherhood strike has failed. Perhaps it is a fairer figure. If it should turn out that Chief Arthur has really miscalculated the opportunities which lay within reach of the railroad managers in supplying the places of the strikers, the lesson will not be forgotten. The managers are very excellent organization of which he is the head. He has made no mistake so to his ability to command his own men. They have stood by him almost to a man, and, leaving out of view the merits of the several matters in dispute, the strike has been conducted in an orderly and creditable manner.

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In these strikes, however, which began in New England in 1877, and which, from time to time, have spread all over the country, the labor problem is being gradually worked out. It is being demonstrated most conclusively that the strike and the boycott are not the best means for settling disputes between capital and labor. This is merely negative experience, but it is none the less valuable on that account. We may not be able to name a better method, but we know that these are positive, destructive, story and unreliable, why not abandon them and try something else?

The strikes are serving another good purpose. The legal rights and responsibilities involved are being more clearly defined, and where the laws are inadequate to protect persons or individual rights on the one hand and corporate and public interests on the other, the way is being opened for such legislation as may seem to be demanded. It is to be hoped that the process of evolution, painful though it be, will yet lead to a satisfactory solution of the great problem of the age.—*Editorial, Pittsburg, Pa., Commercial Gazette, March 21, 1888.*

WHATEVER may have been the cause of the sudden return to work of the Atchison engineers, their purpose in striking was upon the wood doubt or cavil. They sought to punish the Receiver for carrying the law of the United States, which commands that a corporation like the Atchison shall receive the cars of other corporations delivered to it to be forwarded. How plain is this duty was made manifest in the Supreme Court decision in the Interstate Commerce Commission in the case of the Wabash case. Judge Gresham then said it is the duty of railroads as a common carrier to receive and deliver freight that may come to it from connecting lines, and that neither it is no excuse for the failure to perform this obligation that compliance with the law will involve the loss of other business, or that violence threatened with a strike against moving But Gregon freight may have been the direct cause ties and the penalties for evasion of the law Measurable in all this business the Interstate Commerce Commission is omnipotent in assistance.—*Editorial Note, Boston Evening Record, March 21, 1888.*

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The boast of one of the officers of the Brotherhood of Locomotive Engineers at Kansas City in regard to the financial strength of the organization that it has never been defeated, and has been ground down very severely in the past, is a boast that is not to be envied. It has drain as any railroad and then not be hurt. It has fought successfully a struggle.

No such organization to $800,000, which can be used in the present time when the engineers can afford to quit work for six months and then go back to work. Each member of the man can put up $100 at a moment's notice, and the boast of the "fighting fund" of $800,000 at least 75 per cent of the engineers have homes and a competence laid by. These statements indicate a prosperous condition, and the prudent men would not imperil by using up accumulated reserves of the people which is not justification. It is not many months since Mr. Arthur was expressing solemn fears that the mean assessments and assessments mean death." Is this prosperous brotherhood now apply involving the fear?—*Editorial, New York Times, March 18, 1888.*

ALONG THE C. B. & Q. LINES.

STRIKE ETHICS

The diversion on the Santa Fe system cannot be without its unfavorable effect upon the prospects of the Burlington strikers. It forced the issue to a point of rash injustice which arrayed the public against almost solidly on the side of the railway managements. Moreover, it seriously impaired the solidity of the brotherhood itself by the reluctance of the Santa Fe men to be drawn blindly into the maelstrom of destruction. But exactly the same re-sults would have followed without just cause in twelve other roads not in any way parties to the quarrel of the brotherhood with the Chicago, Burlington & Quincy in the strike. It has often been asked what would be the consequence of a general strike of locomotive engineers and a general tie up of all the railroads in the country. It has been more than once hinted that the brotherhood might find it necessary to resort to this desperate step in the expectation that public opinion would then force the Burlington to retreat from its position and take back the men who abandoned their engines on their own terms. The effect of such a general tie up, when would mean the complete suspension of all traffic throughout the country, would be such awful disaster to all the business interests of the country that the mind shrinks from contemplating it. What right have the brotherhood to inflict this terrible calamity upon the whole country by reason of a local quarrel between a railway company in Illinois and a class of its employes? That is the first question which would be asked by every man, woman and child in America. And every man, woman and child in America would at once answer in the right whatever it is, would be instantly condemned by the unanimous voice of public opinion throughout the country. It would be regarded as a declaration of war by the brotherhood against the whole American people—against society itself, a declaration of war without an iota of justifiable ground or even plausible pretext. It would be an outrage upon all the business interests of the country, and would array all classes in the sense of public opinion, all as moral and material factors, against the organization which had inflicted this calamity upon the public. It would create a revolution of popular wrath which would sweep the brotherhood as an organization from the face of the earth. The good sense of the American people may be sufficient to prevent their resorting to a measure, outrageous in itself, so suicidal to themselves as this.

Moreover, how would such a measure, or any measure short of this, involve the Northwestern roads against which they have no grievance in the strike, help to settle the quarrel with the Quincy? The Quincy road has filled the places of four-fifths of its striking engineers. The Burlington & Northern has filled the places of five-sixths of those who left their engines. To tie up simultaneously the systems of railroad would be simply to give these two roads a monopoly of the entire business of the Northwest. The engineers on other roads do not pretend to have any grievance. They are perfectly satisfied with their wages and their employment. Why, then, should they punish these roads against which they have no grievance for the wrongs they impute only in the Chicago, Burlington & Quincy by striking away their business and revenues and giving them to their rival roads which already have had more than enough of profit? What right have they to do this? So far the general public have taken little interest in the quarrel. The right raised by their demand that other roads shall not haul freight delivered by Burlington cars and shall not haul Burlington cars, be the forest from the public that they propose to do this is unlawful, and subjects them to heavy penalties, the time must undoubtedly come when they will be forced by the courts to take all cars offered by the Burlington. It is a mere question of legal proceedings to compel this, and when the cor-er of the court is issued they must obey it. They have no just complaint. If in that case the threatened strike on these roads should come, all the communities which would suffer from the suspension of traffic and travel would rise up in indignant protest and demand by what right they inflicted this terrible disaster upon them and their business interests. There would be but one answer to the question. The brotherhood could offer no possible justification, no possible excuse for avenging the injuries they complain of at the hands of the Chicago, Burlington & Quincy upon railroad companies to whom they only contract to perform a sury discharge of the duties imposed upon them by the law of the land and upon whose patronage communities who have not the remotest part of interest in the quarrel with the "Q." There is no danger of such a strike for such a cause. The brotherhood is composed of intelligent and upright men. While they may be willing to do all they can to cripple the Chicago, Burlington & Quincy within the limits of the law, they will never the point is reached, as it must be within the few days, when the Northwestern roads will be compelled by the order of the courts to per form the duties imposed upon them by the interstate commerce law, they may be safely relied upon not to press the issue further. For, in the first place, to do so would render them clearly liable, under the decision of Judge Dundy, to the penalties denounced by the interstate commerce law against all persons who conspire to defeat the operation of the law. In the second place, to strike under such circumstances would be as senseless as it would be an unjust act of violence. It would do the Chicago, Burlington & Quincy no harm, but, on the contrary, would transfer to that road all the business it is capable of doing which was taken from other roads, and would make these other roads suffer for the sins of Chicago, Burlington & Quincy. But beyond all that, it would make all the communities dependent on these roads suffer for the sins of the "Q." The rank injustice of this would unite all the public opinion of the Northwest against the perpetrators of the outrage. The monstrous wrong and injustice of such a strike for such a cause are so palpable that it is safe to predict there will be found few of this character. The brotherhood will not sacrifice their reputation for good sense and fairness by permitting a public outrage of this kind.—*Editorial, St. Paul Pioneer Press, March 21, 1888.*

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Following is the concluding paragraph of the decision of the Circuit Court for the Southern District of New York, February 25, 1887, in the case of the Old Dominion Steamship Company vs. McKenzie, reported in volume 30, Federal Reporter, pages 48–50:

Associations have no more right to inflict injury upon others than individuals have. All combinations and associations designed to coerce or alarm to become members, or to interfere with, obstruct, vex or annoy them in working or in obtaining work because they are not members, or in order to induce them to become members, or designed to prevent employers from working a just discrimination in the rate of wages paid to the skillful and to the unskillful, to the industrious and to the lazy, to the efficient and to the inefficient, and all associations designed to interfere with the perfect freedom of employers in the proper management and control of their lawful business, or to dictate in any particular the terms upon which their business shall be conducted, by means of threats of injury to be done by competence with their property or traffic or with their lawful employment of other persons, or designed to prevent the free use of labor and *plus rants* illegal combinations or associations; and all persons who are guilty of such combinations by such means, and accompanied by damage, are actionable.

The above mentioned case was an action for $20,000 damages against individuals engaged in a strike and known by the "Old Dominion men" of the Old Dominion Steamship Company. Under the New York law the defendants were arrested, and thereupon made a motion for discharge from arrest on the ground that the facts did not justify it, because the defendants in "boycotting" plaintiff's business were acting within their legal rights. The motion was denied, the Court holding that the acts complained of were illegal, and the defendants could civilly and criminally be liable, and the opinion concluded in the language above copied.—*Editorial, St. Louis Globe-Democrat, March 19, 1888.*

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THE RELIGIOUS PRESS.

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This threat of a general strike, to which we referred last week, if it means anything, is a declaration of war against the community. It would be utterly indefensible. The engineers have said that they were not satisfied with their wages on the C. B. & Q. The company and they made their bargain. The wages was a fair method and scale of payment. If they could not agree, or at any rate did not agree, the engineers had a perfect right to say that they would cease to work. Having stopped work they were really have no further claim on whatever with the company. They are conspiring against the peace and good order of the community when they say that unless they bring their late employers to terms they will call the men off their engines on every road in the country. The Brotherhood of Locomotive Engineers has of late years been considered to be conservative and wise. But if they enter upon such a high-handed course as this they will forfeit it, and they have the sentiment of the whole country against them, and their organization will be crushed. Chief Engineer Arthur has, until just now, professed himself against strikes. Now he is virtually threatening war on the whole community. We thoroughly agree with *The Nation* when it says, "If he has the power he says he has, it ought to be taken away from him; if he has not, and is trying to get it, he ought to be stopped."—*Editorial, Illustrated Christian Weekly, New York, March 17, 1888.*

Comments on the Late Strikes.

CHICAGO, ILL., MARCH 26, 1888.

CHICAGO.

THE SWITCHMEN'S STRIKE.

While it was possible for the enginemen to pretend that they quit their engines because the Burlington company refused to adjust their grievances, there exists no such excuse for the action of the switchmen. It is not even claimed that they have any grievance. They have made no demand. They have simply quit their switches in pursuance of a conspiracy to force the Burlington company into a compromise with the enginemen who voluntarily abandoned its service.

No one is deceived by the profession of the grand master workman of the switchmen that they have gone out as individuals. That the strike is the result of a preconcerted arrangement between the engineers, the firemen, and the switchmen is too palpable to require the admission of Mr Monaghan, and it is not even put in doubt by his denial. The only effect of the pretense that the strike is an individual matter with the men has upon the public is to convince it that the Switchmen's union fears that an open avowal of responsibility would expose it to a charge of criminal conspiracy. But the deceit only reacts to the discredit of the strikers' reputation. It shows that they have not the candor and courage of their convictions.

If the striking employes of the Burlington company think that their cause is strengthened by the switchmen's action, they are singularly unconscious of public sentiment and mistaken as to the character of the struggle in which they are engaged. The public mind was long ago made up that the strike of the enginemen was a failure. Unsupported by popular sympathy, and without any clear justification in principle, the continuance of the struggle was considered a mistake which pride might explain but could not excuse. The pluck which refuses to own defeat is admirable in soldiers, but is spendthrift folly in strikers.

The action of the Burlington switchmen will incense public opinion throughout the country against the Brotherhood of Locomotive Engineers, through whom it has been brought about, and it will give life to the discussion of means for the adjustment, prevention, or punishment of strikes which interfere with such a matter of national concern as transportation. —*Editorial, The Chicago Daily News, March 20, 1888.*

A SERIOUS STRIKE.

There is no blinking the fact that the strike of the switchmen on the Burlington Road, unless it shall speedily be settled, may involve serious consequences. While the switchmen's work does not require a high degree of skill or intelligence, and could be mastered in a few weeks by laborers of ordinary diligence and good sense, the fact must be recognized that the men who are now out on a strike will not be content with peaceable measures if they see that they are likely to be defeated. The Switchmens' Union is not organized for benevolent purposes. It has no insurance department. It has no relief fund. It makes no contributions to home or foreign missions. The sole purpose of the Switchmens Union is the organization of strikes. The members of the union are for the most part turbulent and apt to be riotous if the strike goes against them. The city police force is insufficient to extend protection to new men who may be assigned to the duties of the former switchmen, and it will be necessary to employ Pinkerton men to afford the necessary protection. The likelihood of a collision between the Pinkerton guards and the switchmen is great, and if any shooting is done there may be serious trouble. When it come to handling Burlington cars in the yards of other companies doubtless the switchmen of other roads will take the part of their associates on the Burlington system. We look, therefore, for serious times in all the railroad yards of this city during the present week unless some means of settlement shall be found.

If the strike continues, it can, of course, have but one result: the road *must* win and manage its own business if it expends every dollar of its surplus resources in so doing. The switchmen—so far as they have enlisted in this strike with a view to causing the reinstatement of the engineers who voluntarily left their places—are knocking their heads against a stone wall. They have driven the Burlington road into a corner whence it cannot escape without fighting, and that it will fight resolutely we do not for an instant doubt. If the switchmen can be made to listen to reason so much the better for them and their associates on other roads. If not, they will bring about a great disturbance of business without accomplishing any good for themselves or anybody else. Why they have chosen to strike at this inopportune time—when the engineers' strike is virtually settled and the road is running smoothly in all departments—no reasonable man can imagine. It is one of those mysterious manifestations of the operations of the human mind when it becomes attached to a labor organization that no human intelligence can interpret. —*Editorial Chicago Tribune, March 25, 1888.*

THE STRIKING SWITCHMEN.

The management of the Burlington road has made one grave mistake since the strike on its lines began. It has given notice to the striking switchmen that they will be taken back if they apply to-day before noon. They should never be taken back at all.

These strikers left their posts simultaneously and undoubtedly by previous arrangement at midnight. They had made no complaint, and had given no notice or intimation of their intentions. They evidently had no grievances. They simply deserted their places in the middle of the night, and by so doing exposed the life of every patron and employe of the road who then happened to be on its moving trains to the most imminent danger.

Now that they are out they pretend that their own lives and limbs were in danger from the incompetence of the new engineers employed by the road. This pretense is simply an insult to the public intelligence. The new engineers are as skilled in every way and as experienced as the members of the brotherhood. They are members of a similar order, having the same objects, and have made themselves quite as troublesome recently to their employers. They lost their strike on the Reading road and now claim the right as honest men who have been mistaken to earn their living and support their families. That they have not exposed the lives of other employes of the road to unusual danger is proved by the fact that there has been no increase of mishaps among these employes since the new men took their engines.

The fact is that these switchmen abandoned their posts and left the Burlington trains to take their chances on the unguarded tracks from Saturday night till morning because they preferred brotherhood men to Knights of Labor as engineers, and hoped to compel the road to make the substitution. They might with equal consistency have struck because the new men were not all mugwumps or Methodists. If they could succeed in the demand they have made there is no reason why they should not make another of the kind indicated next week or next month.

If the Burlington re-employs these men at noon to-day what guarantee can it give its patrons, or its other employes, that their lives will not again be recklessly exposed to danger at any time to enforce some whimsical and unstated demand? —*Editorial, Chicago Times, March 26, 1888.*

The strike of the switchmen in the service of the Chicago, Burlington and Quincy is to be regretted. The men profess no dissatisfaction with the rate of wages or with the hours of work, they refuse to work "for the sort of engineers and firemen that the Burlington now has in its employ." Now, this is a poor assignment of cause for the strike, for the switchmen were not expected to work for the engineers and firemen, but for the Burlington road, which has proven itself a good paymaster and a not exacting employer. The strike is unquestionably in aid of the engineers and firemen who have been on strike for some weeks, it is unquestionably an effort toward coercing the company to abandon its graded scale of wages to drivers and firemen of locomotives, and so far as it may be successful, is an effort toward obstructing the business of the public until a quarrel between the management and a part of the operatives of the road can be settled. It is a strike that presents the worst features of a boycott. —*Editorial Note, Chicago Sunday Inter-Ocean, March 25, 1888.*

The only reason given for the strike is that switchmen cannot afford to imperil their lives through the incompetency of the new engineers. They thoroughly realize that this excuse will not be accepted by those conversant with the facts, but say that it is the best one they have. The Burlington decided to give their switchmen no possible cause for complaint on this score, and selected their yard engineers with great care. Experienced road engineers, capable of executing the most difficult work in the profession, were placed upon the switch engines. As a consequence of this careful policy the "Q" made an unsurpassed record in the matter of accidents in the local yards. —*Extract from news column, Chicago Tribune, March 25, 1888.*

ENGINEERS AND SWITCHMEN.

The switchmen and the engineers of railroads have never been on the closest terms. Switchmen have claimed that they should rank with engineers and taken into their councils. Engineers have held that switchmen were a lower order of mechanics and have declined the alliance. Hence they have not operated together.

The strike of the switchmen on the Burlington road would indicate that the engineers, as a last resort have concluded to swallow their pride and accept the overtures of the yard men. If this be so, not only has such course been decided upon too late, but it is to be regretted because of the future. The engineers have made a reputation of sobriety in their strikes. They have as a rule been guilty of no violence. Can they maintain their reputation if allied with the switchmen? They have themselves in the past declared that they can not. —*Editorial, Chicago Mail, March 24, '88.*

THE COUNTRY IN GENERAL.

THE GOAL OF THE ENGINEERS.

Whether they know it or not, the most potent socialistic element in the country is now the Brotherhood of Locomotive Engineers.

They are trying to boycott a certain railroad system and to force all other railroads to do the same. On account of a disagreement between themselves and the C. B. & Q. Company they aim to paralyze an extensive traffic and shut it out from the rest of the world.

This means, whether they are in the right in their original demands or not, that the Brotherhood of Locomotive Engineers mean to control the country's railroads.

That can never be.

If it comes to that, and railroading is to be taken out of private hands, the public would lay its own hand upon the railroads, and they would be turned into a Government enterprise. Their control would not be permitted to rest with the engineers.

Possibly the Brotherhood understand the path they are travelling, but if they think that success would make them any better off, they are most lamentably mistaken. They are meddling with dangerous material. Governments are always despotic masters and pretty poor pay. —*Editorial New York Sun, March 22, 1888.*

The Governor of Iowa does not mean to let the engineers' strike go by without extracting from it all the political capital it can be made to yield. His efforts in that direction have not thus far been productive. The Governor of a State is not called upon to interfere with a strike unless and until it threatens the public peace, which was not the case in this instance. Gov. Larrabee had to explain his position as a volunteer adviser by alleging the number of complaints that had lodged with him of the injury to business caused by the omission of the road to come to terms of the striker. The representative of the company neatly baffled him by asking that the complaints in the possession of the Governor be sent to him for adjustment, whereupon the officious functionary had to confess that he had no complaints in a tangible or transmissible form. He appears therefore in the light of a politician who had snatched at the chance of appearing as a demagogue without any provocation from outside. Next time he will be more careful to provide himself with a pretext for pretending to appear "by request." —*Editorial Note New York Times, March 22, 1888.*

THE STRIKE.

Our dispatches report that the great strike of the locomotive engineers shows signs of weakness and probable collapse. This news, if not true, ought to be true. The original strike on the C. B. & Q. was a mistake, its extension to the Santa Fe, Atchison & Topeka railroad was a worse blunder, and retreat upon the part of the strikers is but justice and sound policy. The mistake which the Brotherhood of Locomotive Engineers are in danger of making is the one which the Knights of Labor made during the labor troubles of 1886 in the Southwest, and which the Brotherhood of Locomotive Engineers made in October, 1876, culminating in the famous Pittsburg riots of July, 1877. It is the mistake of assuming that they have the right to bring the entire business of the country to a standstill until the particular corporation against which they have a grievance shall comply with their demands. Public opinion will no more support a conspiracy to paralyze the whole business of the country for the redress of private, personal grievances than they would consent to let a great city burn up because its fire department had struck for higher wages. The right of the public to be served by the railroads chartered by the State, is supreme over the right of a Brotherhood of Locomotive Engineers to a settlement of their grievances against the C. B. & Q. corporation.

The strike of October, 1876, on the Cairo & St Louis railroad was a failure, the strikers were not reinstated nor were the original rates of pay restored. The strike of February 12, 1877, on the Boston & Maine railroad was a failure. The strike on the Philadelphia & Reading railroad, April 14, 1877, was also a complete failure. Since July 27, 1877, the Locomotive Brotherhood have not originated or taken part in a strike until the present insurrection on the C. B. & Q. railway. The time for retreat of the Brotherhood from a false position ought not to be lost, the interstate commerce law gives the C. B. & Q. railway the right to demand that connecting roads shall take its cars. If they refuse this service the law says that for each separate refusal they shall be liable to a penalty of $5,000 to be enforced by the United States Circuit Court. The statutes of the United States will be enforced and Judge Dundy of the United States District Court has already decided that while the engineers of the Union Pacific have a right to quit work, they have no right to enter into a conspiracy to prevent any railroad from exchanging freight with another, as by the law it is required to do, that they have no right to refuse to haul the cars of the offending corporation, and that such refusal would subject them to imprisonment. The Union Pacific is the creation of Congress and Congress has enacted that its operatives must, at all times, exchange and handle freights of certain intersecting lines, and the interstate commerce law re-enacts this for all roads. The extension of the original strike to roads handling freight from or for the Burlington & Quincy had no justification. There is no complaint against these roads which are bound under law to receive and deliver the freight of the Burlington railroad. To stall the whole business of roads that have given no offense, and to conspire against their compliance with the laws of the United States was a wanton abuse and misuse of the powers of the Locomotive Brotherhood. No labor organization can set itself up as an agent to make it impossible for the railways of the country to comply with the laws of the United States without becoming legally liable to prosecution for conspiracy. The Burlington engineers have a perfect right to strike, but they have no right to prevent other companies from doing business they are bound to do in obedience to the Federal law, with the Burlington road. It is not too late for the strikers to recede from this false and perilous position, and if they are wise they will not stand upon the order to retreat, but retire at once. To continue to hold their position would make the Brotherhood of Engineers a conspirator and rebel against the laws of the United States. —*Editorial, The Oregonian, Portland, Ore., March 19, 1888.*

ALONG THE C. B. & Q. LINES.

LOYALTY.

There was a time when the employed man felt a warmth of fraternity in his heart for the man or the institution that gave him employment. There was a time, too, when the man or the institution which hired a laborer, faithful and true, felt that a debt of grateful acknowledgement was due to him outside of the dollars and cents of the contract price. And that was loyalty on both sides.

We have said *there was a time.* We might truthfully have said there never was a time until within the last few years of strife and strikes and boycotts and black lists, but that this feeling prevailed. In the days of feudalism and peonage and slavery, when the great were despots and people the were serfs, both classes felt a loyalty for and a dependence upon each other.

Evil combinations seem gradually to be changing this most virtuous feeling of the human heart. The cold, steely fingers of corporations and trusts and pools on the one hand, and of unions and leagues and alliances, on the other, are withering and dwarfing the soul, and the question becomes general, "Am I my brother's keeper?" It is the spirit of Cain that crushes loyalty.

What a cold blooded business this strike of the Brotherhood of Locomotive Engineers and Firemen is anyway. There was some complaint of the usages of the company. It paid some of its engineers about as well as any other road. These were men who ran on the main line and had the most important trains. On its many branches, the work being less exacting and the responsibility smaller, the pay was made less. It also paid men who had graduated, so to speak, by several years service in its employ, more than new men or men from other roads. It also claimed the right to dismiss men when it saw cause to do so. Certain protests were urged by the brotherhoods against these usages, which were unheeded by the company, and hence the strike was ordered. Every wheel stood still. Men who had obtained from one hundred to one hundred and fifty dollars a month sat down and said, we have money enough. The company from whom we obtained it may go to ruin or give us our demands. The other employes of the road may starve, the officers of the company may hire men who will ruin the engines and smash the trains—but *we do not have to work.* The public may suffer, all business may stand still, the poor may go without coal, and the homeless without lumber—for we are not their keepers.

And where did these men obtain the skill that has enabled them to act and talk thus like Adam's eldest son?

They served no unpaid apprenticeship, they graduated from no expensive university. The history of most of them is simply this. They asked and received of the company permission to shovel coal into the grate of a locomotive at good wages, much better, from the start, than were paid men who tamp ties on the track, and the one employment required no more skill than the other. There was, however, this difference, that while the coal shoveler was earning his larger pay he had also the facilities before him for improvement and advancement, while the track tamper had none of these. These advantages have enabled the engine men now to boast, "We have $750,000 in our Brotherhoods and our *pay goes right along.*"

Loyalty is a God given virtue. All heaven and happiness is built upon it. Without it men are fiends of cruelty and selfishness. Charity demands that we believe that these engineers and firemen, who are generally intelligent, and many of them Christian men, did not (and perhaps do not yet) comprehend the full extent of the crime against loyalty which they committed. The Wabash strike at St Louis under the management of Martin Irons, destroyed the enterprise of two years ago, and this most unfortunate fiasco is stretching its sable pall over the whole land at a damage of countless millions of money, and a loss of faith and hope in men worth more than all the wealth of gold. —*Editorial, Afton, Iowa, Tribune, March 21, 1888.*

THE RELIGIOUS PRESS.

VICTIMS OF THE STRIKE.

The saddest results of the late strike on the Reading Road are now coming to light, and its victims are beginning to realize their own folly in obeying the orders of their malignant leaders. The strike has at last been declared "off" by those who assume to have authority over the Knights of Labor, and no more assessments can be made to support the strikers in idleness. They left their work wilfully and without just cause, others have taken their places, and now they have no work and no means of support. Their situation is pitiable indeed.

The following petition from old employees of the Reading Road was recently sent to the President.

To Austin Corbin, Esq., President: The undersigned respectfully petition for the reinstatement of your old employees residing in the borough of St. Clair, Schuylkill county, Pa. All acknowledge that they were content with their work and wages, and that they did not strike for the purpose of injuring or tampering with the business interests of your company, but went out with the general movement to strike, not knowing the full significance of the same nor to what dire results it would lead. Your employees have been faithful in the service of the company, ever watchful of the company's interests and its property, and, if re-employed, pledge faithful and obedient service in the future.

The strikers at Port Richmond and this city, who began the strike, and many others, have sent similar requests to the company, to be taken back again into its service. President Corbin, however, has replied to the touching petitions of these misguided men in a firm but kindly spirit, regretting that he cannot consistently re-employ them, after his warning to them and the course they have pursued—that he cannot break the promises made to the new men and discharge them to make room for the old ones who voluntarily left the service of the company when ordered to do so by the leaders of the Knights of Labor, whom he blames for all their troubles. Mr. Corbin concludes his reply to these men as follows.

While we cannot take back any man that went on strike, in view of the unfortunate position in which they have been placed by their blind and mistaken obedience to the orders of the Knights of Labor, we will recommend for places elsewhere all old employes against whom there is no complaint except that they went out on strike, and if you will send the address of [illegible] and a statement of [illegible] [illegible] on the road prior to the strike, I will direct the heads of departments to do what they consistently can to help all deserving men to new positions.

If they succeed in securing desirable positions elsewhere, I trust they will act upon the belief that it will always pay them better—to say nothing of the satisfaction of having pleasant relations with their employers—to stand by the interests and obey the orders of the company that pays them, rather than to obey orders from labor organizations.

Yours very truly,
AUSTIN CORBIN, President

We have presented the foregoing facts in order to make them point a moral and illustrate the folly and danger of laboring men's surrendering their own freedom and interests into the hands of leaders who are not satisfied with ordering them about, but who also assume control and meddle with the freedom and business of other men. Such folly and presumption have been so often repeated in the labor organizations of this country in recent years, that their sad and disastrous consequences should be held up as a warning to deter others from pursuing a similar course. —*Editorial, The Lutheran Observer, Philadelphia, March 23, '88.*

*Although not in reference to the Burlington and consequent strikes, this article is given a place in these columns on account of its bearing on all strikes.

THE ENGINEERS AND THE PUBLIC.

So far as it is possible to judge at this distance, and by mere report, the Chicago, Burlington & Quincy road has managed to supply the places of most of its striking engineers and firemen, and is assuming its usual routine of business rapidly. The strike continues, that is to say, the men who struck have made no sign of abandoning their position, but its chief result appears to be their idleness and not the inactivity of the Burlington road, although, of course, the business of the latter has been interfered with seriously, and a heavy pecuniary loss must have been incurred.

We refer again to the matter here, however, only because of one or two collateral facts. We admit readily the right of any workman, or any association of workmen, to strike, that is, to refuse to continue working, when they believe themselves to possess good and sufficient reasons for such a refusal. If their employers can secure substitutes for them, all is well. If not, the best must be made of the situation. The privilege of striking, in itself considered, is beyond successful denial. But when the strikers take any course which involves injury to the welfare of the general public, in the hope of thus indirectly compelling their former employers to yield, they forfeit their claim upon popular approval, and deserve positive condemnation.

When, for example, the engineers of the Wabash road refused to haul the Burlington road's freight cars, which, by the interstate commerce law, the Wabash road is compelled to haul, under penalty for refusal, they adopted an illegal as well as an unhandsome course, and of course Judge Gresham's decision that the Wabash road must perform its obligations to the Burlington was only to be expected. But instead of honorably accepting the situation, the engineers have behaved in a petty and discreditable manner, and several thousand of those employed by the Atchison, Topeka and Santa Fe road abandoned their engines last Friday, alleging no grievances, but declaring they were "tired" and "wanted to rest."

Of course nobody was imposed upon, and it was perfectly clear that their action was concerted, and intended to aid the strikers on the Burlington road. Indeed, some of them are alleged to have declared that, inasmuch as many of the stockholders of one road also own stock in the other road, it was hoped to punish these owners so severely by the double strike that they should compel the authorities of the Burlington road to yield to their men. But already the Atchison strikers have returned to work, and the only result of their behavior has been to fill the public mind with disgust at their silly reckless action. It was a mere show of brute force, as useless as dangerous, and it has done more than anything else which has happened in many years to destroy the high repute which engineers and their association generally have enjoyed. Such folly would have been almost inconceivable had it not actually been exhibited.

When differences rise between corporations and their employees, it is by no means always true that the latter are in the wrong. But in the present instance it seems to be. It is high time that members of labor organizations of all sorts learned that the public at large has rights as real as their own, and that to endanger the public safety, good order or prosperity, in the hope of gaining advantage thereby, is but playing with double edged tools, which are sure to cut in an unexpected direction. —*Editorial in The Congregationalist, Boston, March 22, '88.*

The successive strikes, last week, on the Atchison system, the Atlantic & Pacific, and various other railways, though in many cases no reasons were given, were plainly a part of the threatened scheme to "boycott" the Chicago, Burlington & Quincy road. In other words, because the officials of the latter refused to accede to the demands of the Brotherhoods of Locomotive Engineers and Firemen and persist in carrying on their business as best they can without the aid of their striking employees, their connections with other roads are to be severed, their freight and passenger traffic are to be refused, even though to accomplish this the connecting roads are brought to a standstill. The serious injury which such a desperate measure inflicts upon the dependent public is not suffered to weigh in the consideration. Who can tell, for instance, what tremendous inconvenience and loss were occasioned by the tying up of the 3,200 miles of railway operated by the Atchison, Topeka & Santa Fe corporation? And yet the engineers and firemen of the latter had no grievance against the company that employs them. They simply took upon themselves the enormous responsibility of quitting work, merely for sympathy with the Brotherhoods who are trying to coerce the Burlington corporation. If there be provisions in the Interstate Commerce law and section ten seems to cover the case—whereby every actor in the conspiracy against public interests can be criminally prosecuted, their efficacy ought to be tested. If not, then legislation should be framed to restrain strikes within proper limits. —*Zion's Herald, Boston, March 21, 1888.*

Comments on the Late Strikes.

CHICAGO, ILL., MARCH 27, 1888.

CHICAGO.

A LAWLESS CONSPIRACY.

From what has been said and what is known about the strike of the switchmen two things emerge into plain view. In the first place, it is for the purpose of compelling the Burlington company to discharge one set of engine-men in its employ and take another set. The employes of the company in one capacity undertake to dictate both who shall not be and who shall be employed in another capacity. The switchmen have no grievance of their own. The pretense that they have struck because they are in danger of life and limb from the incompetency of the engineers now in the employ of the company is simply false. This is conclusively proven by the fact that the striking men have not been harmed through any incompetency on the part of the engineers and by the admission of some of the more candid as less secretive of the strikers themselves.

In the second place, this performance is obviously the result of a deal, or, to use the right word, a conspiracy. To develop a large number of men employed in different capacities not only on the Burlington but on other roads. It is a conspiracy on the part of employers to dictate the course of their employes and for other purposes. In order to accomplish these purposes the conspirators propose to stop all traffic on one great system of roads and if necessary on all the systems entering in Chicago. And the conspirators, or at least their leaders, know perfectly well that after attempting to shut down the law of the land as within a short time it has been repeatedly declared by the courts of the United States.

None of the strikers tell of a "deal" in which a number of men are connected—the switchmen, they tell us, on all the roads entering in Chicago, are ordered not to throw a switch for any train to which a Burlington car is attached until the Burlington company discharges its present engineers and employs others who have left its service, and employes them on their own terms. This service the switchmen propose to render to the late engineers of the Burlington. And in consideration of this service the switchmen of other roads men agree on their part that the Lake Shore engine-men shall leave their posts until the company that employs them agrees to discharge the switchmen it employed when on strike and switchmen left their posts a long time ago. That, according to one of the striking switchmen, is the bargain, and unless the brotherhoods perform their part of the contract at once the switchmen will forthwith return to their posts. That is the bargain, or conspiracy, as some of the strikers, at least, understand it.

That the lawlessness of this thing is understood by the commanders of the strike, if not by all of them, appears from the remarks of one of their number in conversation with a reprv representative of THE TIMES. After telling what all the switchmen of the union variety on the roads centering in Chicago had been "instructed" to do he went on to say: "It is believed that this will so cripple the Burlington that it will have to surrender to the brotherhood, for no matter if the courts do order the roads to interchange freight with the Burlington, they can not do it if the switchmen won't permit them to." Here, then, is one striker at least who understands that he and his union propose to prevent the execution of an order of the court as a means of compelling the railroad companies to submit to the dictation of their employes. And this language implies that the strike leaders generally understand this and have discussed the matter among themselves.

And so the public is coolly informed that an order of a United States court will be executed if an irresponsible organization of men choose to permit, but otherwise not. The public is told that a secret society of switchmen is to get together and decide not only whether its members shall exercise their contracts as a quasi-public service, but whether and upon what conditions an order of a United States court shall be executed. And not only so, but this irresponsible, and not excessively wise, organization is to get together in secret sessions and determine the terms and conditions upon which quasi public service, essential to the well being, and almost to the existence of millions of people, shall be performed. This association assumes to exercise the authority to suspend the execution of the process of courts and the state, to countermand and nullify the orders of a national court, and to reduce thousands of people to starvation. And the right to enter into a fire-reaching conspiracy for such purposes is claimed as a privilege of every switchman in the employ of the company in question. And in case of the striking switchmen on the Burlington just popular sentiment must be relied upon to see that they have no more than their share of the work, and their strike will be settled. Such is the law of the case. And the first step following a conspiracy to force the Burlington company to dismiss with another group of men. It is not likely that the company will be forced to this course. The fact is that any lawlessness shown by the switchmen when new men are put in their places will be followed by the arrest of every striker by the authorities.

The engineers have made a grave mistake in their latest consideration. They are proposing, for the sake of the striking switchmen of the brotherhood.—*Editorial, Chicago Mail, March 24, 1888.*

The question may be raised whether in all engagements of men in a semi-public service, like railroading, the right of unconditional withdrawal or arrangements should not be made as to the manner of leaving the service. It might be unwise for the company to require thirty days' notice before any employee engaged in the operating departments should leave the company, but the striking engineers on the brotherhood.—*Editorial, Chicago Mail, March 24, 1888.*

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THE COUNTRY IN GENERAL.

SOME LESSONS OF THE STRIKE.

TO THE EDITOR OF THE RAILROAD GAZETTE: The strike on the Burlington road has shown that employer and employe must be the lesson learned from the recent strikes. Whether it be a shoemaker or a railroad company, the closer the relation between the employer and his representative, and the employe, the better the understanding when any differences arise. Organized labor does not recognize the fact that labor is but a commodity governed by the law of supply and demand, and so long as the employer can get labor at his own price, none but those desiring employment enter into the controversy, if such exists, and to prevent such conditions there should be a closer relation between employer and employe. Encouragement should be given to such a feeling as would lead every employe to speak for himself, and not, as is too often the case, have his wishes stated by the one who has been selected, through his boasted knowledge, to be an organizer and not the grievance committee. Men are too apt to think that they have the power to dictate the terms and conditions upon which faithful and efficient service shall be performed. This association assumes to exercise the authority to suspend the execution of the process of courts and the state, to countermand and nullify the orders of a national court, and to reduce thousands of people to starvation. And the right to enter into a fire-reaching conspiracy for such purposes is claimed as a privilege of every switchman in the employ of the company in question. And in case of the striking switchmen on the Burlington just popular sentiment must be relied upon to see that they have no more than their share of the work, and their strike will be settled. Such is the law of the case. And the first step following a conspiracy to force the Burlington company to dismiss with another group of men. It is not likely that the company will be forced to this course. The fact is that any lawlessness shown by the switchmen when new men are put in their places will be followed by the arrest of every striker by the authorities.

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The question may be raised whether in all engagements of men in a semi-public service, like railroading, the right of unconditional withdrawal or arrangements should not be made as to the manner of leaving the service. It might be unwise for the company to require thirty days' notice before any employee engaged in the operating departments should leave the company, but the striking engineers on the brotherhood.—*Editorial, Chicago Mail, March 24, 1888.*

We print elsewhere an account from the Chicago *Tribune* of the lamentable sufferings of the strikers of the Burlington railroad system. They have rooms which would be the best in the hotel if they did not. Rent on a coarse scale. They are very large and luxuriously furnished, and the rent is only a dollar a month, or one of those expensive ones which has a bath room attached. They cost $30 a day, or $300 for twenty-five days. Men who are directing a strike like that on the Burlington road have a good show to the monopolists when they call on them. Besides there the brotherhood is paying for other rooms, and these would be used in Hotel, where the C. B. & Q. Grievance committees sit, have their meals served in state and the telegraph bill is said to be huge. The result of all this is that when the strike is over the men has inflicted great loss on the railroad and on the community. In resisting it, the C. B. & Q. was simply asserting the right to manage its property in its own way, opposing the doctrine of compulsory hiring, which asserts the right of laborers to say in other people's service against the employer's will, on their own terms. It is for the enforcement of this doctrine that Powderly concocted the notion that "the right of one is the concern of all," and initiated the practice of sympathetic strikes. The answer to it all is that mankind could not, in the existing conditions of human nature, extract even a bare living from Mother Earth under any such arrangement. Mother Earth has fixed matters in such a way that the human race at present can only make itself comfortable through the plan of letting every man make his own bargain, and rigidly refrain from molesting on his neighbor if meddling in his neighbor's affairs. Whether the neighbor's consent.—*Editorial Note, New York Evening Post, March 25, 1888.*

THE papers have by some high officers of the Federal and State governments has also been discreditable. It is not surprising to know that Governor Larrabee should have made an unpertinent and sophistical letter, to go upon the road the blame for the public inconvenience, and no one will be misled by his transparent pleasantry; but it is astonishing, to say nothing too, to see the officers of the Postoffice Department interfering with the orders for permission to move the mails. Of course the demand for congressional investigation has been brought up. The eagerness of the politicians to profit by the misfortune ought in itself to make men so intelligent as the locomotive engineers suspect that there is some thing wrong in their position.

The strike might have been reached us that we have not treated the men fairly in this strike, but assertions are made that the men on the Chicago, Burlington & Quincy have been subjected to abuses which had become unendurable. These assertions, however, have been entirely denied, and we know of no reason why a strike other than those that have been published, and those we have considered unjustifiable.—*Editorial from Editorial Review, New York, March 25, 1888.*

GOV. Larrabee, of Iowa, was very sensibly caught by President Perkins, of the Chicago, Burlington and Quincy railroad, in the correspondence which has been published. By way of harnessing the road in the interest of the strikers, the Governor wrote that "frequent complaints had of late been made to him of the inconvenience and passenger and freight transportation caused by the strike of the engineers, as well as the danger arising from the employment of incompetent substitutes for such engineers." This Mr. Perkins took quite seriously, and said: "I will esteem it a favor if you will kindly have transmitted to me a statement of all cases which have been, or which may hereafter be brought to your attention, in order that we may endeavor to remedy the evil in each case." He also offered "to make the matter as full" by way of damages as possible. We need hardly say the town Governor was not prepared for this, and he made answer:

"In response to your request, I shall take pleasure in forwarding to you any claim for damages that may in the future be brought to my attention. While the inconvenience caused to the public by the present strike has been the subject of much complaint, my interference to recover damages has not been requested."

In other words, either he had evolved the "frequent complaints" out of his gubernatorial imagination, or they came from the strikers themselves.—*Editorial Note, New York Evening Post, March 24, 1888.*

ALONG THE C. B. & Q. LINES.

THE Q STRIKE.

We had hoped that before another issue of our paper that this annoying nuisance of a strike might be removed.

* * *

It is a sad and humiliating feature of our existence, that a few hundred men can clog the wheels of commerce for days and weeks, and still escape responsibility and punishment, and that the public must submit to the outrage day by day.

* * *

It is a mortifying confession for a business man to make that he is not the owner and ruler of his own property and that he cannot make rules and regulations for the government of his own business, and yet this is about the size of it.

The engineers can demand three and one-half cents per mile as the rate to be paid for their services, and stop the Q's until their demands are complied with, they can set a settlement the notion possesses them, demand five cents or any other number of cents per mile, and they are likely to do the act my time. It is the case of their power to carry through their demands.

The Brotherhood of Locomotive Engineers has always, until the present time, been the blue ribbon labor organization of this country. From the little we know of this organization, we have supposed it to be free from unreasonable features and thought that it was conducted on business principles. But, in their dealings with the C., B. & Q., they have shown no different tactics from those which govern any other striking rabble of unreasonable men.

* * *

No matter who suffers, the merchant, the traveling man, excursion parties—all who patronize railroads, must wait the pleasure of these engineers.

Millions of money are required to build and operate railroads. Who shall control these millions, the men who own the money or the men they hire to assist in its circulation? Are railroad owners to be allowed any voice in the management of their own affairs, or must their roads and every act depend upon whether or no it pleases the fancy of their employes?

If certain parties see fit to do so, it is high time to have legislation in this direction either national or state, for the protection of people who have millions of money invested where it can be controlled and so growth retarded by a handful of national men.

* * *

—*Editorial, Saturday Review, Quincy, Ill., March 24, 1888.*

We believe the engineers and firemen of the Q road made a great mistake when they struck. Conceiling all the grievances they choose to have well founded, they did not afford sufficient cause for such violent action. The officers of the Q road are for months to come, idle men and any real grievances would have been promptly corrected had these employes approached them in the right spirit.

Besides, these men were receiving good wages, which were always promptly paid, and consequently they could not assist them in making such an imperious demand for more. The Burlington, Q road is a powerful organization under magnificent management, and it is always disposed to deal liberally, even generously with it employes, it is not safe to antagonize it in this unreasonable and unreasonable demands. Such an attempt was certain to prove a disastrous and costly failure.

This fact has been clearly demonstrated. Such officers as were left, officers, at once when the strike was ordered, sent their agents to Denver to procure men to fill the places vacated and in a few days the trains were running with reasonable regularity. Such an expedient, a change of temporary inability has never before been shown by any railroad in the country.—*Ibid.*

Further, all attempts to cripple the operations of the Q road by a boycott would prove unavailing. The law comes with its stern mandate to forbid it. Popular sentiment with a still more potent voice unanimously condemns it.

Our sympathies are with the workingmen and women who are out of employment by no fault of their own, and with the strength of the people the bad counsels which have led them into the present mix such a deplorable and fatal blunder.—*Editorial, Southwick, Ill., Gazette, March 25, 1888.*

THE STRIKE.

Those who have read Charles Reade's "Put Yourself in His Place," can see the organization as exemplified in the various "Unions" or "Brotherhoods," and their disastrous results, especially when matured, and be constituted to accomplish their purposes. When a man surrenders morally the direction of having one's way regardless of consequences to others, it is possible it is time to pause like Cesar at the brink of the Rubicon.

"Live and let live" and make use of a little common sense, not of a little but a good deal; secure a little legislation or arbitration, some say. Perhaps this may help matters a little, yet there are "rights and rights!" Have the Brotherhood the right to bring pressure upon some of their own members by and through a strike? Yes. Have they a right to cause a loss not only to employers but to shippers and merchants? No. Has any Union or Brotherhood the right to prevent any one man from earning his living in any trade if he chooses? No. If I have a right to your horse, you have a right to sell it to me.

It seems this strike ought to bear fruit for good and evil. Either let the employers employ men by their not agreeing to strike for a day's notice, or by the right of one or the other self-respect legislation be done for the employes. Let there be less room for complaints in the inter-state commerce law. Nothing like it justice to all concerned.—*Editorial, The Knight: Sword and Helmet for Fun, Fort Madison, Iowa.*

THE RELIGIOUS PRESS.

As for the Brotherhood of Engineers, it is apparently running wild with no one at the lever, and there is no telling where its mad career may end. And yet our prophecy may be predicated; we seem to be so rapidly approaching a condition of anarchy and wild uncertainty so far as the running of the railways is concerned as must inevitably lead to a passage of a law by Congress taking away the right to strike just as the right to boycott was taken away. So it is, excess curtails liberty and the very men who call for the mockeries of governmental interference are the very ones to promote emasculation and to establish the dreaded Paternal government.—*Extract from Editorial New, Christian at Work, New York, March 24, 1888.*

Issued by the Passenger Department of the Chicago, Burlington & Quincy Railroad

Striking Comments.

CHICAGO, ILL., MARCH 28, 1888.

CHICAGO.

THE SWITCHMEN'S FOLLY.

Heretofore the brotherhoods of engineers and firemen have refused to lend a helping hand to other labor organizations connected with the railway service. That is a fact that the striking switchmen know from their own observation and experience. They have themselves a good deal to say about it. They have frequently been heard to remark that there was no love lost between them and the engine-men. The basis of the present deal is a forcible reminder of this fact. When a bargain is made that the engine-men of the Lake Shore road shall strike for the discharge of non-union switchmen and the employment of union men the strikers can not fail to recall their belief that if the engine-men had lent a helping hand in time the union men would not have lost their places on the Lake Shore and there would have been no basis for the present bargain.

Now the situation is that the brotherhoods have been fairly beaten in their contest with the Burlington and they are dragging in others to cover up their discomfiture. At first they disdained all outside assistance. Especially did they disdain the assistance of switchmen, and spoke of them in terms more truthful than complimentary and diplomatic. They entertained a very exalted idea of their own ability to wage a successful war against a company and a large section of the public. When they were beaten in their single-handed fight they were glad enough to accept the switchmen as allies, in the hope either of winning their own point with the help of the despised switchmen, or at least of getting company in their misery.

What do the switchmen, or any other labor organization in the railway service, expect to gain by allowing themselves to be used as cat's-paws in this way? They may rest very well assured that they are not going to gain anything. They took a step at the very outset that was sure to enlist the sympathy of the public against them. They abandoned their posts at midnight, without a word of warning leaving property and even life in peril. No right-minded man would hesitate for a moment to condemn such a proceeding. The only grievance at which they hinted after they had struck was to the effect that they were dissatisfied with the engine-men that the company had employed. They admitted practically that they had struck without warning for the purpose of compelling the company to discharge one set of employes and employ another in a certain branch of the service. They may express their opinion of the public as the late Mr. Vanderbilt is said to have done, but they may rely upon it that if this sort of thing continues the public will have something to say about it, and a very emphatic word, too.

The Burlington must get switchmen. That is its duty as a common carrier. And it is going to get them. Its business will go on. There is no doubt about that. The men who have quit work without cause or provocation will have to find something else to do or do nothing. They were not entitled to one moment's consideration from the beginning, because their very first act in striking, demonstrated that they were not fit to hold responsible positions for an hour. Other men will take the abandoned posts and hold them. If they precipitate a general strike they will only hasten the utterance of that emphatic word by the public which will pronounce unlawful all organizations which make these intolerable evils possible.

For the existing state of things the engineers are responsible. They may deny that they are responsible for the switchmen's strike, but the public is not deceived. That there is a bargain in the business is plain enough to anyone of average intelligence. The engineers will find that their organization will not escape the general condemnation. If it becomes necessary to prohibit strike societies in connection with a quasi-public service or to adopt measures to make them powerless for mischief the engineers' society will have to go with the rest. And the other strike societies, as well as the public, will know where to place the responsibility. It would seem to be well for the engineers, if they prize their organization, not to exasperate a patient public too much.—*Editorial, Chicago Times, March 28, 1888.*

In its method of handling the switchmen's strike the road has adopted the same careful and determined policy that proved so effective in the engineers' and firemen's strike that preceded it. No move is made until it is absolutely certain that it will succeed. A plan once adopted is executed with military precision. The "Q" has in fact gone into the strike as a business, and is making a record that is unparalleled in the history of great labor troubles.—*Extract from News Column, Chicago Tribune, March 28, 1888.*

The brotherhood of engineers must be held responsible for the violence at the stock yards yesterday afternoon. The alliance, it was known, would probably result in a violation of the law. The brotherhood has lost some of its reputation.—*Editorial Note, Chicago Mail, March 27, 1888.*

MOVING THE MAILS DURING A STRIKE.

The action of the postmaster general in publicly denouncing and threatening the Atchison, Topeka & Santa Fe railway because it declined to place locomotives in the hands of its striking engineers to haul mail cars, while they were refusing to take out the passenger cars for which thousands of people were anxiously awaiting, seems strangely uncalled for and unreasonable. The railway company contracted with the government to carry the mails on its passenger trains, and was ready and anxious to continue this service. Its engineers, without provocation or excuse, abandoned their trains, and while the officers of the company were struggling with the tremendous problem suddenly forced upon them of putting down the rebellion and relieving the public from the incalculable injury which it was suffering they were amazed to find a high officer of the national government publicly encouraging the strike by stigmatizing the company and eulogizing the strikers for "their patriotic offers" to run engines carrying out the mails. It is hardly probable that the inhabitants of the vast region from the Atlantic to the Pacific who suddenly found themselves cut off from communication by the action of the strikers would have joined in characterizing the course of the latter as "patriotic." The resumption of traffic on the Santa Fe system was an object of vast importance to the public, and in its efforts to accomplish this the company was entitled to the forbearance if not the co-operation of the public officials. It was a time for the most prudent and careful action. Every railway management in the country was, so to speak, sitting on a powder mine which a spark might explode to the incalculable injury of every interest—an injury in comparison to which the delay of the mails over a single system for perhaps a few days would have been trifling. We are in position to know that the attitude of the Santa Fe company in this matter was that upon which the managers of other great railway companies had decided if the strike came on their lines, holding that to consent to abandon their passenger trains and allow their striking engineers to run the mail cars alone would encourage the strike and work far greater injury to the country in the end than a refusal to make that disgraceful concession. The position of the Santa Fe company in regard to the mails is thus stated in an interview with vice president Smith in Chicago Tribune:

"We made no demand on the government for increased compensation. We could not, under the present circumstances, entertain a proposition from the government, even if one were made, to run such exclusive trains in consideration of increased compensation, for the reason that to do so would be simply to encourage the engineers in their disloyalty to the company. We were under no obligations to handle the mails except on our own regular passenger trains. We assume that our obligation to move the mails for the benefit of the public is no greater than our obligation to move passengers along the line of the railroad. I think postmaster general Dickinson will admit the justice of our position when he has had time to think over the matter, as he certainly must know from his own experience as a government official that it is absolutely essential that employes should be loyal to their employers' interests, and that is would be suicidal to attempt to operate either a government or a railroad under any other conditions, and, therefore, that we could not afford to employ and pay men for such service who were in open rebellion against the company."

The tone of these remarks seems very moderate when it is recalled that they were made in reference to the inflamatory intimation by a subordinate official of the post office department—not the postmaster-general—that the government would seize the property of the railway company and "move the mails" by the use of military force. Such a threat, made while the government had not lifted a finger to protect the company and the country from a great combination that threatened to stop all the wheels of traffic, does not represent the attitude of the people generallay toward their railways. As a matter of fact the Atchison, Topeka & Santa Fe company has been extremely liberal with the government in respect to carrying the mails, and not long ago at the request of the postmaster general it arranged to hold its train at Kansas City until the arrival of the fast mail from the east and then to run at an exceedingly high rate of speed over a line hundreds of miles long, without extra compensation, in order to hasten the mails to Colorado and the Pacific coast.

Fortunately the engineers of the Santa Fe system had the good sense and fairness to reconsider their hasty action and have returned to their work, thus avoiding what might have grown into a serious difficulty involving the public as well as the railways of the country.—*Editorial, The Railway Age, Chicago, March 23, 1888.*

THE COUNTRY IN GENERAL.

The Boycott as an Element of a Strike of Locomotive Engineers.

A leading feature of the recent incidents connected with the strike of the locomotive engineers and firemen of the Chicago, Burlington and Quincy system has been attempts to apply the boycott principle to operations of lines connecting with that road. The changes have been rung on nearly all conceivable ramifications of this mode of procedure. Either society is on the eve of radical changes or future generations will read with amazement the plain statements of the occurrences lately reported from day to day in leading journals of the country. The strike on one road having been commenced, and the company on which it originated having apparently procured enough substitutes for those who left its service to conduct most of its business in a reasonably satisfactory manner, it is evident that if unusual expedients are not resorted to the strike will probably not be successful. The plan of action determined upon, in this emergency, was to cripple that road by preventing it from maintaining connections with the lines with which it has heretofore exchanged traffic, and the practical method of enforcing this plan, in cases where connecting lines positively refuse to receive freight from, or forward freight to, the Chicago, Burlington and Quincy, was to induce the locomotive engineers and firemen of such roads to either strike absolutely or to refuse to perform any service whatever that would promote in any way freight movements from which the proscribed company could derive a profit.

Exemplifications of this style of boycotting form the new development in American railroading. Almost everything has happened that could happen in connection with a serious attempt to engraft such a branch on existing methods. In some cases railroad companies have absolutely refused to interchange traffic; but in a majority of instances managers have frankly stated that such a refusal would subject their companies to serious penalties by the interstate commerce law. Diversified results have followed such statements. In some instances engineers have persisted in refusals to move the proscribed freight; in others they have accepted the theory that after freight originating on one line reached another it practically became the freight of the latter, and that it could not properly or justly be "discriminated" against; in another notable instance, on the Atchison, Topeka and Santa Fe, a large body of engineers and firemen went on a strike, which was fortunately of short duration, for no other reason, and without the pretence of any other grievance than the supposition or knowledge that the company had or intended to move freight originating on the Chicago, Burlington and Quincy.

It is difficult to defend such proceedings on any theory which admits that the American people have rights that the brotherhood is bound to respect. In any event, they place the connecting companies in a serious dilemma. If they refuse to move the proscribed freight they can be, and in some cases have been sued, and rendered subject to heavy damages. If they attempt to discharge their duties as common carriers, they are threatened with abandonment of service by all their brotherhood locomotive engineers and firemen, even after every other grievance has been duly adjusted, and all matters relating to pay and treatment have been arranged to the complete satisfaction of these useful assistants. The questions raised by this state of things have already been taken into the courts. Some of the decisions were scarcely as emphatic as they were expected to be. While the railway companies are told that they will certainly be punished if they refuse to move proscribed freight, the legal machinery for assisting or enabling them to discharge these imperative duties appears to be somewhat defective. The principle is laid down that no man can be compelled to work in a service that he considers obnoxious, and if any ten, twenty, fifty, five hundred or a thousand engineers chose to refuse to participate in labors necessary to move the freight received from a company they chose to proscribe they can apparently do do so, and there is no legal redress against such a proceeding unless it can be shown that such a refusal forms part of a criminal conspiracy to prevent the enforcement of a law of the United States. Where the movements are concerted, as is doubtless the case when the refusal is part of an extensive boycotting scheme, they presumably constitute a punishable conspiracy within the meaning of existing laws. Their bearing on the existing controvery is stated in the following extract from an address issued to the employes of the Union Pacific by Thomas L. Kimball, assistant to the vice-president of that road.—

Our duty to our employes is not fully performed unless we call their attention to another statute of the United States, under which a prosecution could certainly be commenced and successfully carried through: Section 5,440 of the Revised Statutes of the United States is as follows:—

"If two or more persons conspire either to commit any offence against the United States in any manner, or for any purpose, and one or more of such parties do any act to effect the object of the conspiracy, all the parties to such conspiracy shall be liable to a penalty of not less than one thousand dollars and more than ten thousand dollars, and to imprisonment not more than two years."

Under this section and the decisions of the courts of the United States any two or more persons who agree, combine, or confederate together to violate any law of the United States, may be prosecuted, and upon conviction must be punished by both fine and imprisonment. It has been suggested, and we are informed, advised by counsel for the brotherhood, that an engineer or employe of a railway company could escape the penalty imposed under section 10 of the inter state commerce act, by unconditionally leaving the service of the company, and thereby ceasing to be an employe against whom the language of the section is directed. Even if that position is correct the refusal on the part of employes of the Union Pacific Railway Company to receive freight from the Burlington could only be successfully maintained by the whole locomotive force of the road leaving its employ. This is something entirely different from and beyond the ordinary action of a strike, for a body of men in the employ of a corporation to strike means that they temporarily refrain from the performance of duty. To leave its service in the manner suggested is to sever all connection with the corporation and to place themselves in the attitude of mere outsiders having no possible claim or consideration from the corporation or its officers; and being no more entitled to re-employment than any other competent men whose services can be secured. But, supposing that the penalty of section 10 may be escaped by the employes of a corporation severing their connection with it, yet it is perfectly clear that in taking such concerted action for the purpose of preventing a compliance with the law of the United States, which requires a company to receive and accept freight from all connecting lines alike, they are clearly guilty of a conspiracy under section 5,440 as above quoted, and subject to prosecution and punishment in the courts of the United States therefor.—*Editorial, Railway World, Philadelphia, March 24, 1888.*

ALONG THE C. B. & Q. LINES.

ADVISE TO STRIKING ENGINEERS

MINNEAPOLIS, March 24.—To the Editor: I used to be a knight of the throttle myself, but quit the business about eight years ago. I believe the strike on the Chicago, Burlington and Quincy uncalled for, and the boycott an outrage on free men. Talk about monopoly! Where do you find anything like this? I wonder how long it will last in this so called free America? Can it be possible that we, a civilized people, will permit the wheels of commerce to stop and paralyze the business of this vast continent, at each change and whim of a few men, in this manner? Railway managements cannot pay engineers and firemen any more than I should be pleased to see them get; neither can they use them any better. But the question of wages and treatment cuts very little in this, as I view it, and the argument that one man shall be paid the same prices as another, for the same class of work, or that one railway shall pay its men exactly the same as another is, from my standpoint, preposterous. Locomotive engineers and firemen are not machines, neither are they soldiers or slaves, but free men, living until recently in a free country, each one having power to improve himself and condition by industry and thrift—and let me say here from my own knowledge of the business, if I were at the head of a railway corporation, or better still, if I owned a railway and every dollar paid for wages came directly from my own pocket, I would pay some men more than others, for if not I should do some one an injustice.

I am satisfied that Mr. Arthur, as Chief of the Brotherhood, never advised the men on the Chicago, Burlington and Quincy to do what they have done; neither did he advise the outrageous boycott. I have known Mr. Arthur many years. He is a pretty level-headed man and has guided the brotherhood in a remarkable manner, but there is a large body of hot-heads, and many of the men, through the fact of getting well paid for their labor and also having things their own way generally, have now decided that they want the earth. But look out, boys, there is a future. You may crush the Chicago, Burlington and Quincy by force in this case, and the other companies may apparently make you believe that they are helping you in the boycott, from motives of sympathy, and that you are doing what is right. If you think so you are mistaken, and you will ere long pay the penalty. Any move of this kind that tends to make the investment of capital unsafe is dangerous to you and to me as wage workers. This you are now doing, and the reaction will surely follow. Remember that railroads generally are pressed heavily by state laws and commissions to reduce their charges, and somebody, perhaps employes, may have to help make up short receipts. Also remember, you are now much better paid than men in any other part of the service. Other classes of railway employes may ask why this should be? Will you be able to answer satisfactorily? I know there is in your ranks many good and true men. I know these men did not wish for this strike—therefore, I say, slack up a little. There is a speed recorder of public opinion that shows you are going too fast.

A. KIPPART

—*St. Paul Pioneer Press, March 26, 1888.*

The strike of the "Q." switchmen contributes a new element of complexity to the contest. It throws hundreds of men into self-imposed idleness without even the faintest pretense of a cause, and so far as the public can see, conspicuously fails to increase the Brotherhood's chances of success.—*Editorial Note, St. Louis Globe Democrat, March 25, 1888.*

Issued by Passenger Department of Chicago, Burlington & Quincy Railroad

STRIKING COMMENTS.

Chicago, March 29, 1888.

CHICAGO.

HAS ARTHUR FORGOTTEN?

At the beglaoning of the strike of the Burlington engine-men Chief Arthur was reported as saying that if it should be shown that the company could get engineers enough to operate about the strikers they would own themselves defeated and drop the matter. That was shown a good while ago, but the brotherhood did not drop the matter, as Mr. Arthur said they would. When he saw that the strike was a failure on the line at first laid out he ordered the boycott. And when in obedience to the law as expounded by as many as three of the district courts of the United States the boycott was raised he formed a combination with the switchmen—which is said to extend also to the brakemen—to throw all possible obstacles in the way of business going by way of the Burlington road.

Mr. Arthur and the brotherhood may say what they will to the effect that they have nothing to do with the switchmen, and the switchmen may say what they will to the effect that their strike was a purely spontaneous affair and was not even ordered by their strike commanders or concerted among themselves. But there is no truth in all this talk, and every intelligent man who has given the matter any attention knows there is no truth in it. The engine-men may perhaps have managed the affair so that it will be difficult to obtain legal proof of their complicity, though there is no ground for a suspicion that there may be evidence enough to convict them of conspiracy. But be this as it may, they can not escape being held responsible by public opinion. Everybody knows that the switchmen have no grievance of their own and the fact that they abandoned their posts without notice at midnight of the very day when the engineers' boycott was called off is in itself good evidence of their connection with the brotherhoods in this business. If it does not constitute conclusive legal proof it is at least sufficient to convince any reasonable man of the complicity of the engine men in the attempt of the switchmen to obstruct and injure the business of the Burlington road.

The strike of the switchmen is not only an attempt to injure the Burlington company. It is also a gross outrage on the public. And that is the most important and grave aspect of the affair In speaking of persons connected with the railway service, in whatever capacity, Judge Love says: "The government has for the time being committed to them for the benefit of the whole people a business—a public duty in the performance of which the people of the country have an interest which is simply incalculable. It is clearly the duty of the government in all its departments, within their respective spheres, to enforce upon all persons engaged in a business which thus concerns the public welfare the strict performance of their duty to the public. The stoppage of the running of a system of railways for weeks and months at a time must inevitably inflict enormous injury upon the great public for whose use and convenience railways are authorized. By the non-operation of a railroad travel may be suspended, the merchant and manufacturer ruined for want of transportation, property of incalculable value laid up to perish by the way, whole communities deprived of their supplies of fuel and the other necessaries of life—in a word, mischiefs and sufferings may be inflicted upon the people which no words are adequate to express.

Thus the court lays the strongest possible emphasis upon the doctrine that it is the public that is chiefly interested in an unobstructed railway service. And it unhesitatingly declares that persons who unlawfully combine to obstruct or interrupt such service may be severely punished. Now the longer this outrage on the public continues the more strictly will the public hold the engine-men responsible. The public is patient, but if this outrage is continued much longer it will insist that the guilty parties be held to their responsibility. The proof of conspiracy in this case may not be so difficult to obtain, perhaps, as the strike commanders of the engine-men seem to think. The safe course for them will be to obey the law in its spirit as well as its letter.—*Editorial, Chicago Times, March 29, 1888.*

FOOLISH STRIKES.

Editor of the Herald:—In a short editorial on the striking engineers of the "C." road, you say that they "struck because they must." This would seem to apply only to those of the number who were born in foreign countries, and whose stock had for generations been steeped in that depth of ignorance which has spread across the whole fair land, along with the flood of pauperism, abject servility, and decayed humanity which the emigrant ship brings to us, as a tribute from a civilization which is already dying at the top. The native-born American workman because he must, is unworthy of the name he bears, and is particularly unworthy of the privilege of casting a ballot which is to give laws to freemen. In the good old days when Americans dared disobey their king, they would have said, meekly take the orders of a despot who assumed to dictate his daily employment in the manner in which he would earn his bread? It is a self-evident proposition, that wages were never increased, so far as the workmen were concerned, by any "strike," that device of incompetence to rob the labor of its just reward. Why do the products of the farm command their present price, with no trade union among the farmers? Why do manufactured prices are local by the universal law of supply and demand, and no strength in labor price can ever be made to stand, changing one or both of these conditions. With no unions and no "strikes" skillful labor would be just as well, or even better rewarded, and bad workmen would find themselves, as they always are, dissatisfied and drop to their employers at any price. If a strong union raised wages why do not firemen get as good wages as engineers, having a union of equal strength? It may take time to do it, but we will sometime overcome the foreign-born population up to the American idea of owning no man for a master, and the other idea of self-reliance and independence. Then no man will whine about being obliged to do what he does not want to. VINDEX.

—*Chicago Herald, March 28, 1888.*

NOTE.—The editorial referred to in the above communication appeared in the Chicago *Herald* March 23, 1888, and was published in its "Comments on the Late Strikes," of that date. Following is an extract from it, there referring to what the author of the above alludes:

"The Brotherhoods have not acknowledged the defeat, but they could spare their men much further disaster by ordering them to seek work. It is to be conceded by all that no engineer has been the arbiter of his own destiny. He struck because he must. It is a pity so many worthy men, with homes in this region, have been caught between the devil and the deep sea."

DIRECTORS HEARD FROM.

It has been claimed by the strikers since the beginning of the difficulty between the Burlington Road and its employes that the management of that railroad would not be upheld in its aggressive course by the owners and directors of the road. Chief Arthur has claimed from the first that the Burlington Road was suffering such a tremendous financial loss that Messrs. Perkins and Stone would be forced by their backers to make speedy terms with their men. That this hope is a delusion, is proved by the following telegram received at the Burlington's office yesterday afternoon:

BOSTON, MASS., March 27.—C. E. Perkins, President C. B. and Q. R. R. Company, Chicago: The board of directors have just passed the following resolution:

Resolved, That the board unanimously approve of the President's course during the late strike, and consider that it is their duty to offer a steady resistance, regardless of consequences, to any attempt to take the management of the road from the hands of its owners.

J. M. FORBES, Chairman.

—*Extract from News Column, Chicago Inter-Ocean, March 28, 1888.*

MARK WELL THE LAW.

The striking switchmen would do well to take note of the fact that there is a law of the United States now in force which was not on the statute-books at the time of the last great railroad strike in the west. It is a law which applies to all railroad companies in the country which are engaged in inter-state commerce, and all that center in Chicago are so engaged. That law expressly makes it the duty of all such roads to interchange traffic. The courts of the United States may be asked to compel such roads to perform their duty under the law. They have already asserted their power in the premises. The strikers will do well to make a note of that, and to consider the fact that it is not altogether safe to trifle with a court of the United States.

To show them what may happen in case they put themselves in the way of Uncle Sam's business *The Times* will again quote from the opinion of Judge Love, of the Second Iowa district, in one of the cases growing out of the engineers' strike, dealing with these words of the Judge. "The court has jurisdiction of the railroad to restrain from leaving their places, and it cannot compel them to return to work. But here a line must be drawn within the authority that may be used. If, having left the service of the company, the employes combine in any way, by threats, or force or violence, or intimidation, or unlawful combinations, to interfere with the free will of others who may be willing to take and keep their places, or with the property of the company, or with those who are in the management of its affairs, for the purpose of preventing the company from doing its duty to the public as a railroad corporation, the court will undoubtedly interpose its power of granting injunctions to prevent such unlawful acts."

This was not said respecting the employes of a road in charge of an officer of a court of the United States, but of any of the employes of a road operated by a company. It is applicable to any road engaged in inter-state commerce. It will be well see, therefore, that they can be enjoined by a United States court against any of the acts above named. And they should know that if they disregard such an injunction they could be most summarily punished for contempt of court, and the order of the court could be enforced, if necessary, by all the military and naval forces of the United States. They should understand that it behooves them to have a care how they entangle the mails of the United States or prevent men from taking the places vacated by them.—*Editorial, Chicago Times, March 28, 1888.*

THE COUNTRY IN GENERAL.

The strike of the switchmen of the Chicago, Burlington & Quincy Railroad has evidently been brought about by the striking engineers, who have failed in their object to coerce the road. The engineers' strike by itself was a failure the moment it was demonstrated that the places of the strikers could be filled. The effort to boycott upon the Burlington freight by the engineers of connecting lines was resorted to, but this brought them in conflict with the law and had to be abandoned. The work upon the switchmen began and succeeded in tying up the road, probably not so much through "sympathy" as through promises of support by the Brotherhood and future alliance therewith. If this strike is persisted in there is little doubt that the places of the switchmen can be filled without any great delay. Then very likely a move would be made upon the brakemen and others in charge of trains. All this involves loss and embarrassment to the railroad company, but if it holds out the result can only be a remnanty of its lines throughout and successive additions to the ranks of railroad men out of work and subsisting on accumulated funds and assessments. The further the matter goes the worse it will be for the strikers and their organizations. The sooner the failure of the original strike is acknowledged the more will be saved of the resources, prestige, and future chances of the unions.—*Editorial Nos., New York Times, March 25, 1888.*

Striking Comments

CHICAGO, ILL., MARCH 30, 1888.

CHICAGO.

THE SWITCHMEN'S STRIKE.

The railroad troubles, which began with the sudden strike of the brotherhood engineers of the Chicago, Burlington and Quincy road, are not yet ended, although the railroad management has easily overcome the members of the brotherhood by showing them that it can get along without them. The Q company has now so many new and experienced engineers and firemen, that it actually can spare some of them for other roads. But now all of a sudden the switchmen strike and declare that they will not move a hand, because—they don't feel secure in life and limb, as long as the locomotives are run by the new hands.

That, of course, is only a miserable pretext which deceives nobody and is not intended to deceive anybody. All the switchmen want is to evade the criminal statute against conspiracy. Were they to say openly, that by stopping their services they wanted to compel the company to re-employ the brotherhood engineers, they would subject themselves to an indictment for conspiracy, and they know well enough, that it is a dangerous game to fool with our criminal courts. But when each one of them for himself individually says (or *lies*) that fear for his life and limb prompts him to withdraw, he cannot be made amendable to law. For how could it be proven against anybody that he is not frightened, but only shams fright?

The switchmen's strike is characterized by a still more infamously criminal disregard of the public than that of the engineers. These, at least, when going out some morning at 4 A. M. ran their trains to the nearest station and did not leave them on the track just where they were when the appointed hour struck. But the switchmen, upon a secret command, all left their posts at midnight, never caring for a moment whether or not the trains then on the track would, in arriving at the depot, run foul and be dashed to pieces. If on a ship in mid-ocean the whole crew should leave the vessel under similar circumstances he would be thrown in irons; nay, it is not so long ago that for such a crime he would have been strung to the yard-arm. And rightly, too, for it is not less than a crime for men upon whose faithfulness to their duty depend the lives of hundreds of men to suddenly leave their post from sheer cussedness.

Aye, indeed, from sheer cussedness! For, be it well understood that the switchmen do not have a single grievance against the railroad company. They make no demand, neither in regard to their wages, nor their working hours, nor their general treatment. Their only purpose is to force the company to break its promises in the most taken into its service during the last four weeks—in other words, to compel it to act as scoundrels. Should they succeed, in what plight would it leave the company in the future? It would be hunted over, body and soul, to the arbitrary will of the lowest and most brutal of its employees.

More and more does the conviction force itself upon all sensible people that a gigantic vital interest of the country, like the railroad traffic, must be secured against the brutal and criminal outrages engendered by the so-called war between capital and labor. As long as this contest is confined to industrial production of merchantable commodities, the government may have no right to interfere—at least not before the strike turns into actual crimes, endangering life and property. But it is quite another thing when the object of strikes is the wilfully malicious disruption of public commerce. There is this vast difference between a railroad company and a chair or sash-factory, that the former is a public corporation which, as a common carrier, has certain duties toward the public, duties well defined by the statutes and the courts. Whosoever interferes with and prevents the performance of these duties, whether by actual force or by villainous tricks, is guilty of a *crime*, not only against the company but against the public.

What this country wants, and it wants them badly, is laws strictly defining such crimes and making them punishable by imprisonment for long terms. The only question is whether such laws should emanate from the states or from Congress. State legislation would, probably, make a bad mess of it, by giving us a bewildering maze of clumsily-drawn and conflicting laws. But Congress might, under the same constitutional authority upon which the inter-state commerce law rests, enact general rules for the service upon all those roads to which the inter-state commerce law applies. Every employe of such roads should be sworn in on those rules, the same as a public officer or soldier. Provision should be made for an impartial settlement, by arbitration or otherwise, of all just grievances of railroad employes, but the strictest punishment should be visited upon all instigators of and participators in such criminally malicious strikes, endangering to the public welfare as we have been witnessing and are witnessing this spring.—

Frankfurter Zeitung, Illinois Staats Zeitung, Chicago, March 27, 1888.

ARE STRIKERS THE GOVERNMENT?

What government have we in this country? Is it a government established pursuant to law, organic laws of the nation and the states, or is it a government established pursuant to the decrees of secret associations of hired men? In the former government citizens, in which all the political people in the country have a voice, or in the latter government only a small part of the people, belonging to a certain genuine class, have anything to say? That is the question which certain misguided men seem determined to put upon the country. It is a most momentous question. No graver public question has ever been presented for solution in the United States. It is of equal importance with the sagacity pressed for settlement since 1861. It ought to be settled for all, and settled right in the right way, with all expedition, and at whatever sacrifice.

Yesterday morning it was announced that the Burlington strikers had promptly pursued in every from their conservative leaders and taken matters into their own hands. If the information that the public received in regard to the manner be correct, the new directors are common upstarts, ed committees which visited every railroad running into Chicago and obtained pledges from all the switchmen and switch engineers that under no circumstances would they move a Burlington car. Later in the day, the report is, it was meeting was held, at which delegates from all the roads were present, and the pledges made to the committees were repeated. As a result of these proceedings the strikers claimed that an irrefusable boycott against Burlington cars had been established, and that every railroad line that not a Burlington car would be moved in Chicago except by permission of the strikers.

Now, if these reports are true, and there seems to be no reason to discredit them, there is a combination to prevent the Burlington Railroad Company from doing its duty to the public as a common carrier. There can be no pretense that the boycotters have any grievance of their own which would impel them spontaneously and simultaneously to cease from the performance of their regular duties as servants of the several roads by which they were employed. The men are taking part in the boycotting proceedings can not set up the pretense that their lives and limbs are in danger from incompetency of engineers. They can not have the audacity to pretend that the engineers on all roads running into Chicago are incompetent. The fact of their unanimously refusing to move Burlington cars will not bear examination. They have combined and conspired to prevent not only the Burlington, but all other roads entering Chicago, from performing one of their duties as common carriers. The fact of conspiracy will be conclusively established by the act of the men, which it susceptible of abundant proof.

This conspiracy is unlawful. It is tantamount to an act of rebellion against the government of the United States. The courts have declared that it is the duty of existing roads to inter-change traffic. They have declared that it is the duty of all the agents and employes of the railroad companies to do with or their respective spheres whatever may be necessary in order to the performance of the duties of the companies to the public as common carriers. If any of the employes of the companies refuse to perform their duties the roads must employ others in their places, if they can do so. We will be told in spirited of them. Not all the roads entering Chicago have been entered by the courts to perform their duties under the law, and the warning as to consequences of contempt has been addressed expressly to the employers of all roads, but the effect of the courts' decrees have been defined, and the consequences of wrong-doing have been pointed out time enough and distinctly enough so that there can be no mistaking them.

The case as regards the principle involved, it is as though the orders of the courts were general. The only question presented for the consideration of the companies, and for the consideration of all men who have been invited to participate in the boycott, is whether they will respect the authority of the government and obey the orders of the courts, or whether they will submit to, and yield obedience to the orders of strike and boycott committees, in defiance of the authority of the government of the United States. When such a question is presented no man should hesitate for an instant as to his duty. Besides, he seriously endangers his rebellion against his government. If he decides to obey the word of a boycott committeeander or of the decision of a majority of an association, he at once forfeits his rights as authority superior to that of the government, and practically places himself in a position of rebellion against the constituted authority of the United States.

In so doing he becomes an enemy of the public. It is not an arbitrary, tyrannical discretion against whose authority he strays himself. It is the great public, of which the government is the agent. And in such a case it is the government he does this with the effect, if not the intent, of inflicting upon the public an enormous and intolerable wrong. He is warring not against a despot, but against the people and its welfare. He has no right, therefore, to expect from the people that rightness which, if he is determined to make war he must abide by the fortunes of war. The public cannot afford to tolerate a doubt as to which is the government of this country—that which it itself duly constituted or a lot of irresponsible organizations comprising a small minority of the public.—*Editorial, Chicago Times, March 30, 1888.*

GOING TOO FAR

The hot heads are said to have overruled Chief Arthur and taken the management of the brotherhood engineers' strike into their hands. The statement is made and generally believed that Mr. Arthur is a cool and level headed man, and resign his office and withdraw from active participation in the affairs of the brotherhood.

If his resignation would, in all human probability, be followed by the election of a man like Martin Irons type to the chief executive of the order, who would do his best to precipitate a general strike, the force of compelling reasonableness in the demands of the engineers of the Burlington system would be lost in the general refusal to-up. The result might be disastrous to the country. It would unquestionably be annoying to the public. A general strike would be likely to cause an "enormous" panic" in the stock market, which would result in the ruin of many hundreds of thousands of men and wide-spread financial and commercial demoralization.

Do the engineers think for a moment that they could bring about by tieing up any whole country in a panic or in paralyzing any great industrial and producing interest? Do they imagine that they would not suffer with the others? Are they so foolish and short-sighted as to suppose that they are not the dependents of their own high-handed and criminal conduct? Are the punishments they are to mete out to others will be visited upon themselves with terrific force as compared to?

It is sincerely to be hoped that the engineers have not reached the danger line in their position and coolness enough to keep down the hotheads.—*Editorial, Chicago Mail, March 29, 1888.*

The striking locomotive engineers and firemen are getting tired of quarreling with their bread and butter, and are beginning to quarrel among themselves. First they struck against their company, and now they are trying to force to strike against their brotherhood bosses. If the engineers and firemen let their personal wisdom rest return to work, it would be the most welcome thing they could do.—*Editorial Note, Chicago Evening Journal, March 29, 1888.*

THE COUNTRY IN GENERAL.

The sympathetic strike of the switchmen on the Chicago, Burlington and Quincy Railroad of course must end as the strike of the engineers has done, in the employment of other men to fill their places, with more loss to the road, heavy loss and suffering to the men and their families, and considerable delay and interruption to business. The general result will be that at the end of the year both labor and capital will be worse off in consequence of these strikes than they would have been, although their relations to each other will not be changed. People who expect some great revolution in the organization of modern society as consequence of these labor troubles would do well to take note of these facts. Labor troubles, to the existing condition of intelligence and character, cannot possibly produce a social revolution of any kind. They can cause disturbance, delay, and diminution of profits, and increase the timidity of capital, but they cannot introduce any new order of things. All the great changes which have come in the wealth either of increased mental and moral culture on the part of the masses or the increased ascendency on the part of the cultivated few. Concentrated ignorance has done nothing for the world thus far, and never can. The only solutions of the labor question thus far offered by Labor in this country is that great estates must be owned by the people in common under the despotism of a small knot of outside professional agitators, and that the lazy and incompetent man should be paid as much as the diligent and capable. Of course these are not tempting suggestions. Even the most sensible men do not consider them at all, and civilized society in the long run is carried on by sensible men.—*Editorial Note, New York Evening Post, March 28, 1888.*

The switchmen on the Burlington road went out on strike on Saturday, upon the palpably false pretence that they feared for their personal safety in working with the new engineers. The object of the strike was manifestly the sole result of which will be to injure the road temporarily, without any corresponding gain to the cause of the original strikers, and with certain loss to the switchmen. A strike which can lead to no more than this is a mad bull.—*Editorial Note, Boston Daily Advertiser, March 28, 1888.*

ANG THE C. B. & Q. LINES.

THE COST OF THE STRIKE.

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A dismount of the attempts involve the Santa Fe strike in general complications is tantamount to confession that it will not do to adopt such a plan of sustaining the rights and promoting the interests of organized labor. It is generally understood this Chief Arthur is opposed to the idea of widening the strike, and the majority of one corporation upon another, and assurance that the Brotherhood of Locomotive Engineers can conduct their undertaking without asking that the whole organized system of the country be deranged and demoralized for their benefit. But they do not realize that the cost per week to the employes of the Burlington system will be required to meet their future demands. How long can the other members of the Brotherhood will consent to bear this burden, it is impossible to conjecture; but unless they are willing to see them men be plunged into debt, as soon tire of thus contributing to the support of a body of men who have no connection with, and who care the virtue of industry by a process of destruction and waste. As a rule, strikes do not last long after such payments begin to be felt; and there is no reason to believe that this case will prove to be an exception.

This is a sum! here which workingmen everywhere should not fail to heed. A strike cannot be carried on without money, no matter how just and proper it may be. The latter must be torn from those their toils and sweat forth resolved to work no more except upon terms even more to their liking than those which they are waiting for their scheme to succeed. They and their families cannot live upon sympathy and resolutions. The enormous expenses go on just the same as if they were paid in their wages, and these will have to be paid by levying a tax upon other members of the organization to which they belong to belong. They can inflict damage upon the corporation by which they are not employed, however, but that does not profit them in any particular, and they must not only suffer from the loss of wages, but also procure means of living by requiring the wages of others to be taken from them. No labor organization is sufficiently strong in a pecuniary sense to endure a strike from sort for an indefinite period. The funds on hand are soon exhausted, and then resort has be made to the plan of direct personal exaction, which is always distasteful, and which has never yet failed to bring a strike to a speedy end. We do not know how much money the Brotherhood has in its treasury, but whatever the amount may be, it will dwindle rapidly under the present demand, and it is not likely that much more will be forthcoming. In that way, if in no other, the Burlington strikers will encounter certain defeat.—*Editorial, St. Louis Globe Democrat, March 27, 1888.*

Issued by Passenger Department of Chicago, Burlington & Quincy Railroad

Striking Comments.

CHICAGO ILL., MARCH 31 1888

CHICAGO.

TIME TO STOP

There have been causeless strikes as well as foolish and impetuous strikes There also have been malicious and villainous strikes, destructive of personal and property rights. It may be doubted, however, if ever there was a strike so hopelessly damned at its very inception as that of the switchmen and engineers of the St Paul Railroad in this city This strike was not for more pay, not for shorter hours, and not for that stupid and vicious pretext miscalled sympathy. It was in revenge, and for what? For the arrest of a ruffian taken in the act of riot.

It is time to stop this atrocious folly. If the workingmen of Chicago are not hopelessly misguided they will stop it now. THE HERALD, voicing what it believes to be public sentiment, and giving expression to what it conceives to be righteous public wrath, wishes to be understood as plainly and emphatically condemning in its beginnings, in its continuance and in all ramifications, the strike which has now been in progress on one or more railroads in this city for weeks. This strike never had a foot to stand upon. It was arrogant, mischievous and supremely foolish. It has brought untold hardship upon the majority of its adherents, and it has wrought inconceivable mischief to the best interests of this city and its respectable and industrious inhabitants. It is time for it to end The swollen bosses, the swaggering representatives of labor officialdom have no business here. It is time for them to leave. They have misled, fooled and tricked worthier men. They are in the way of progress and they must get out of the way

If this is a free country, then the mob can not rule If there is to be freedom of contract, peace, prosperity, and happiness, then employers shall hire and workingmen shall work as they please Interference by any organization whatsoever cannot be tolerated Lawlessness must be put down with an iron hand The disturbance at Western Avenue on Thursday must not be repeated If the strikers or any of their sympathizers attempt such an act again they must be taught a lesson which will not soon be forgotten It is amazing, considering the events of the last six months in this city, that American citizens, enjoying, and presumably understanding, the liberties of free government, and knowing the limits within which men may act lawfully and rightfully, should have had the temerity to assault other American citizens engaged in a peaceful and lawful industry It is not so very long ago that men were hanged in this very county for teaching that such acts as these were permissible The strike can go no further in the direction toward which it is now headed, with safety to the men who are responsible for it They know the law, and they know by recent experience that it will be enforced at all hazards The death of one of the men contemptuously described by them as "scabs" and "rats," in the affray of Thursday afternoon, would have brought every one of those rioters to the gibbet

It is time, moreover, for the railroad companies not as yet affected by this strike, to awaken to their responsibilities and to a proper consideration of the possibilities of the future The railroads which now refuse, at the dictation of some petty labor boss, to handle freight delivered to them by the Burlington system, are weakly giving aid and comfort to a stupid and foolish assault on the prosperity of this city They purchase temporary immunity, perhaps, but they do it at the expense of right and manhood, and simply postpone the day when they must abdicate their powers, deliver over the management of their property to the mob, and timidly accept any terms which it may impose, or else take the position now occupied by the companies which have actual strikes in progress in their lines. The time for temporizing is past If the railway managers of Chicago intend to manage the vast property interests intrusted to them, now is the time for them to demonstrate that fact. If they do not intend to manage these properties, if they care nothing for the convenience of the business men of the Northwest, if they are seeking to gain a small advantage for themselves in the way of business while a rival corporation maintains the struggle single-handed, then they are making the most serious mistake of their lives.—*Editorial, Chicago Herald, March 31, 1888.*

THE STRIKERS' WAR ON THE PUBLIC.

The engine-men still keep up the pretense that they are in innocent ignorance of the doings of the switchmen and other strikers on the Burlington and other roads. "The switchmen have struck," says one of their leaders. "We know nothing of their plans or what they intend to do" This sort of talk may possibly serve to keep the engine-men out of the clutches of the law, but it will not deceive the public. All the circumstances point too plainly to the complicity of the engine men in the other strikes for that It is too plain that the others are auxiliary, or "sympathetic," to use the favorite word Men who receive comparatively low wages do not stop work and incur the risk of losing their places merely out of sympathy for other men who, when employed, get comparatively high wages. The fact that they have stuck under pretense of sympathy is enough to satisfy any reasonable man that they look for an equivalent, and it is evident enough that they can not look for that unless there is a distinct understanding between the "sympathetic" strikers and the persons who are expected to render the equivalent. There is no difficulty at all in fixing the responsibility for the continuance of this war against the laws of the land—this war upon the public. And it may not be so difficult as the commanders of the strike seem to think to obtain legal proof of the conspiracy against the public. And it is time that vigorous measures were taken to test the question whether the supreme authority in this country is the duly constituted government or a lot of irresponsible strike organizations.

But the strikers are not the only ones who deserve censure The public may find some excuse for the strikers in their possible ignorance of the fact that they are arrayed against the laws of the land That plea is worthless in a court of justice, but it may be allowed to have some weight at the bar of public opinion Not so, however, in the case of those railroad companies that refuse to perform their duties to the public, preferring to obey the commands or yield to the threats of their own employes rather than the law of the land Their managers are not ignorant They are chosen for their positions because of their superior intelligence They have at their command the best legal ability and learning. They can not plead ignorance at any bar. When they deliberately disregard the law as it has been clearly expounded by the courts they have no right to expect anything but censure; and the censure should be the more unsparing because of the example of lawlessness set by the intelligent to the comparatively ignorant.

That some of the companies connecting with the Burlington have disregarded the law which requires them to interchange traffic is perfectly well known Chicago lumber dealers have reason to know how that is Those of them especially affected adopted a preamble and resolution at an adjourned meeting on Thursday, setting forth that three roads named refused to deliver their own cars to and to receive their own cars from the Burlington, and that such action was in direct conflict with the interstate law and worked great detriment to their interests. The resolution declares that "the vast interests of the lumber business are being crippled by the action of said roads, and if such course is continued is likely to result in the diversion of the lumber trade from the city, not only for the present, but for the future" Therefore they "urge and implore the said roads to immediately change this disastrous policy."

From this it will be seen how disastrously the interests of the public are affected by the disregard of law and the obedience to the dictation of strikers on the part of the roads. This disobedience the public will severely condemn. The courts will probably have an opportunity to condemn it also at no very distant day The remark of the lumber-dealers that the action of the roads was in direct conflict with the interstate law may perhaps be accepted as an intimation that if urging and imploring are of no avail the lumbermen will see what virtue there is in legal proceedings

In that event it is easy to conjecture what the courts will do from what they have done in the recent past. It may be anticipated that they will grant injunctions requiring the roads to perform their duties under the law It may be that the managements of the roads will disregard the mandates of the courts and take the penalty. It was intimated some time ago that one of them would take that course But that will not be a prudent course. It will not be well for railroad companies to set before their employes an example of open disobedience of a direct order of the court It will not be safe to do that upon any pretext. Besides, they must remember that the public is very deeply interested in this matter and will not forever be trifled with The servants of the common carriers of the country must obey the laws; not only the subordinate servants, but the head servants as well. The courts have declared them to be the servants of the public, and the public will not permit them, or any of them, to become its masters—*Editorial, Chicago Times, March 31, 1888*

THE RAILROAD STRIKE.

It is useless longer to conceal the fact that the railroad strike is assuming an alarming and dangerous phase, and has spread so far and involved such new issues that the original contention of the "Q" engineers is already a matter of the past That strike is settled, and Mr Arthur has substantially admitted it, and had it not been for the folly of the leaders would long ago have declared it at an end and left for the east. The road has supplied the places of the engineers and had resumed the moving not only of passenger but of its freight trains. The new men were rapidly becoming acquainted with their duties, and in a short time the business of the road would have been moving with all its customary promptness and regularity

At this juncture a new element appeared in the strike, and at once assumed a turbulent, malicious, and dangerous phase So long as the strike was confined to the engineers neither the property of the road nor the lives of its workmen were menaced. As soon as the "Q" switchmen went out, though they had no grievance or valid cause for a strike, violence began, and it became necessary to call in police assistance. Wednesday the strike extended to the yards of the St Paul Violence again was the order of the day Although the yardmen allege that their strike has been inaugurated to help crush the "Q" road, it appears that they did not hesitate to interfere with the property of the St Paul road, with which they have no sufficient cause for controversy.

* * * *

It is possible that the local employes, particularly the switchmen, of other roads may join in the strike, though they make complaint of no grievances with their own roads. There is danger that the area of violence may be extended by the turbulent switchmen and by the mob of outside roughs and sluggers with whom they seem to affiliate on every occasion of this kind

Under [illegible] circumstances the duty of the roads is [illegible] and promptly fill the places of the strikers and discharge every man of the latter from their service They are not bound to take them back, except at their own pleasure, or as a matter of charity or generosity The striking switchmen, who have gone out without notice and without formulating any grievance, have forfeited any rights which they enjoyed Their action is inexcusable from any point of view It is a causeless, baseless, malicious attempt to injure the business of those who employ them, and to dictate the manner in which they shall conduct it If these men fancy that they have any sympathy from the public they should undeceive themselves at once Their own course is condemned and they have prejudiced the Brotherhood of Locomotive Engineers in the public esteem That organization will never again hold the place it once did nor command the respect of the public to the extent that prevailed before this strike

As it is the duty of the roads to fill the places of these men, it is equally the duty of the city and county authorities to protect them at all hazards, no matter how many men it may take, or how much it may cost It will be the hight of folly to temporize with this dangerous outbreak The strikers must be taught that, while they have to strike, even without cause, if they are so minded, they will not be allowed to interfere with men who are ready to work, or to injure the property of the roads and the sooner and more effectively this lesson is taught them the better it will be for all concerned The public itself also has a duty in the premises. It must sustain the roads in the endeavor to manage their own business The traveling public and the business public should be willing to suffer any discomfort or inconvenience which the contest may entail and back up the roads at any cost There never was a more causeless, malicious or infamous combination made against a corporation than this conspiracy of engineers and switchmen, who are ready not only to crush out the "Q" road, with which they profess to have a grievance, but are willing to do it at the expense of their own roads, with which they have no valid grievance at all. The managers of the roads centering in this city are bound to transact their business at all hazards, and can do it with the assistance of the courts and the authorities, and the strikers must be taught this lesson—*Editorial, Chicago Tribune, March 31, 1888*

THE DUTY OF THE AUTHORITIES

The strikers are at length resorting to violence and lawlessness to enforce their demands The duty of the authorities is plain Mobs must be put down and violence sternly repressed. There must be no dilly dallying or hesitation about the employment of methods Any display of weakness on the part of the authorized agents of the law will be construed as an evidence of weakness and sympathy with anarchistic performances. The exigencies of the situation demand the grim enforcement of the law at whatever cost. A failure to act promptly, sharply, and effectively would be criminal

The mob that engaged in the disgraceful riot near Western avenue was influenced by a spirit as murderously treasonable as that which instigated the Haymarket butchery Mob violence has never yet prevailed against law and order in this republic for any length of time, and it never will. Rioters and anarchists, in whatever guise they appear, must be sternly dealt with They are criminals of the most dangerous type and are not entitled to consideration

The right of men to quit work does not and never can give them the right to stop other men from filling the places vacated or in any manner assuming to control the property or conduct of their late employers This is an old, old question that has been discussed from every point of view, and in every instance the rights of society have triumphed—*Editorial, Chicago Mail, March 30, 1888.*

So far the strike of the Burlington employes has been conducted with little or no violence on the part of the men. The events of yesterday afternoon marred the heretofore creditable record of the strikers, and the more clear-headed of the "Q" men cannot but regret that the outbreak occurred. Mob violence will avail the men nothing—it will only serve to bring upon them defeat and disaster. The argument punctuated with clubs, stones and brick bats is a poor one, and it has long been recognized as the weakest of the methods tending toward the settlement of a great strike—*Editorial Note, Chicago Daily News, March 30, 1888.*

THE COUNTRY IN GENERAL.

It looks very much as though the strike of the engineers on the C., B. & Q railroad is to prove a failure The road is running its trains about as usual, and the courts have decided that connecting lines must handle its freight Upon the question of wages, graded by service, the road is undoubtedly right A man who has been proved by long experience in a position, is worth more to any individual or company, than a new and untried hand, even if he can do the same work. The confidence which is only gained by service is worth something, and we are glad that the C., B & Q, insisted upon recognizing the fact

Since the above was written the switchmen on the C., B & Q have struck, and give as their reason that they will not work with incompetent engineers and firemen This reason if the true one, proves that the position of the road on the question of pay is correct

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—*Editorial Note, Chautauqua News, Sherman, N. Y., March 28, 1888*

ALONG THE C. B. & Q. LINES.

THE STRIKE.

At the outset of the disagreement between the Burlington management and the Brotherhood of Locomotive Engineers, the BEACON took the position that it would not aid the cause of the engineers to abuse the officers of the road, as some of our exchanges have foolishly done We have foreborne to take sides in the controversy, knowing that in a contest of this kind between two great organizations, armed for a desperate conflict, newspaper advice would only act as an irritant and delay a settlement

We had hoped that the people of Aurora would see that their interest lay in the refraining from giving active support to either party, and in any event would deprecate any attempt [illegible] city [illegible] the Burlington [illegible] the chief contributor [illegible] Aurora Every month, in [illegible] the company has paid [illegible] citizens thousands of dollars in wages, and notwithstanding the remarkable growth of other important industries in our midst, the Chicago, Burlington & Quincy shops are still our principal industry

It should also be remembered that the city has much more to hope for from the Burlington road in the future, and no ill advised action on the part of our people should be allowed to give the impression that the town is against the road which has in its power to contribute still further to our prosperity, or by refraining from doing so, to work us a great and permanent injury

We are satisfied that while the sympathies of many of our citizens appear to be with the engineers, their convictions are with the management of the road, and, naturally, our business men are very cautious in expressing their judgment of the merits of the controversy to those whose patronage they wish to retain, and who are among our most respected citizens.

The articles in some of our daily papers which give the impression that the people [illegible] Aurora are against the road in this contest, do not state the facts, and are not true indices of public opinion Aurora people are united in one opinion only; that this strike, which has paralyzed business should not be unnecessarily prolonged, but should be given up when it has become apparent that no good can come of it

The petition inadvertently signed by a few citizens at the request of some of the strikers, alleging that the company is employing incompetent engine men, and asking the state railway commission to investigate the charges, is not disastrous so much because it did the company a wrong, as because it threatens to injure Aurora's future interests by giving the false impression that Aurora has actively taken up arms against the road

* * * *

It can be said without fear of contradiction that a large portion of the people are of the opinion that the time has come when those of the strikers who desire to secure their old positions should be allowed to go back It is apparent to all, except to the organizations involved, that their demands will not be conceded by the company, and great injury to innocent parties is certain if the contest is prolonged much longer Already another body of employes who could ill afford to strike have been drawn into a conflict in which they could have no immediate interest While this concerted movement may prolong the difficulty and add to the bitterness of the men, it cannot help the original parties to the strike, but will only postpone a return to work

The interest of workingmen in the shops, and in the factories of the city, who will be laid off because there is nothing for them to do in the paralyzed condition of trade, must not be overlooked These workingmen do not care by what method the company pays its engineers and firemen They have rights to be considered, and their rights demand that this strike shall not be kept up so long as to throw them out of employment, making them the main sufferers for the faults of others, and entailing unnecessary want upon them and their families Their interests and the interests of the public are identical in this matter The welfare of all would be best subserved by a speedy cessation of hostilities by the Brotherhoods, now that it has become evident that victory is out of their reach.—*Editorial, Aurora, Ill., Beacon, March 28, 1888.*

AN INTERMITTENT STRIKE

The Burlington strike seems to be intermittent in its character. It subsides for a time, and then breaks out in a new place. When it is settled in the new place it bobs up in another The aim is clearly to annoy the company in as many ways as possible, and to obstruct traffic wherever it can.

It will no longer be claimed that there is no design in this. Results go further than assertions to prove a fact, and there is no sane man who does not now believe that there is a common understanding among those engaged in this warfare against a great corporative property. The excuse of the general illness is a stale farce which can no longer be accepted It is an insult to intelligence, and is unworthy of any organization If the men believe that they are right, and that their course is legal, there is no reason why they should seek to palliate by transparent trickery

The switchmen claim that they have nothing to do with the strike of the engineers, and that they have had no communication with them That their movement is an independent one, and was determined upon prior to the first trouble This comes in the face of the fact that the chief officers of the switchmen were in constant communication with the chief officers of the brotherhood, and that the fact as well as the time of the new strike was accurately announced in the dispatches several days before it occurred Unless the men are afraid of their cause why should they deny what is plain to every one? A righteous struggle has no need to use doubtful concealment and evasions It should not use the methods common only to unlawful combinations

The most serious charge, however, lies in the well known circumstance that a committee of the strikers at this point assured the railway authorities that they would not leave their posts, and that within thirty-six hours thereafter, and without warning, they broke faith It must be a desperate cause indeed which is compelled to resort to such means The only value of a meeting to adjust differences between employers and employed lies in mutual confidences. Each must believe the other A deliberate violation of an understanding makes impossible either consultation or arbitration It is a blow by labor at the best course which labor has yet found to make its wants understood. No warfare which fires upon a flag of truce has ever been deemed honorable. No struggle can expect public support which outrages the public sense of what is right

The best thing the switchmen can do is to go back to work, if there are places for them, and let the engineers fight their battle alone—*Editorial, The Omaha, Neb., Republican, March 28, 1888*

POWDERLY AND THE BROTHERHOOD.

The surprising thing about the strike of the Burlington switchmen is that it was delayed so long. The secret service department of all the larger railway systems in the west reported immediately after the Brotherhood on the Bur[illegible] Labor were trying to form an a[illegible] offensive and defensive with the Brotherhood ostensibly for this fight only, but in reality for the purpose of ultimately uniting the two organizations under one common banner. The proposition, however, was distasteful to Chief Arthur and the better element of the Brotherhood, who do not entertain a very high opinion of Mr Powderly and his misguided followers, but this did not deter Mr. Powderly's emissaries in the least They immediately went to work among the rank and file of the Brotherhood and other employes of the Burlington, and it has been known for more than a week that they were making converts very rapidly. It is understood that Arthur has been willing all along for the Knights of Labor to participate in the fight but he wants them to do so on their own account and responsibility. He suspected that it was Powderly's design to place the Brotherhood under obligations to the Knights and then work to have the Brotherhood reorganize as a wing of the Knights of Labor with Powderly as their executive head It is said that the strike on the Atchison was ordered on a report that the details of the offensive and defensive alliance had been completed and that as soon as the engineers quit all the Knights of Labor [illegible] employ of the company would walk out, too; but it turned out that the report was premature, and so the engineers' strike was a flat failure.

The strike of the switchmen shows that some kind of a combination has been formed, and it may be that Powderly has out generaled Arthur and that when the war is over the Brotherhood will be so intimately identified with the Knights that an official head for it separate and distinct from that of the Knights will be found to be a stumbling block in the way of a permanent offensive and defensive alliance. If so, and it certainly looks as though it would turn out that way, the iron collar which now encircles the necks of the Knights will clasp the necks of the Brotherhood members also and the Philadelphia Boss will lead them whithersoever he likes.

But whether Powderly succeeds or not in his scheme to place himself at the head of the Brotherhood, or whether or not the secret service agents of the railways are mistaken about an alliance offensive and defensive between the Knights and Brotherhood, the days of the Brotherhood of Locomotive engineers, except as a benevolent organization, are numbered. It attempted to circumscribe the industrial freedom of a strong and rich community, and when pushed to show its authority for acts committed and contemplated the answer was that it had none. Then came independent action by local divisions and something worse than snubbing the chief of the order followed close. Deliberate lying was resorted to to deceive the rank and file and cause them to combat that which was entirely friendly to their best interests The day after Chairman Carroll sent out to the world reports to the effect that one road would be deprived of its engineers each day until all the railways in the country were tied up, he admitted that there was no foundation whatever for the reports, his purpose in sending them being to "create a scare throughout the United States" This shows what desperate things some of the officials of the order are capable of doing, and it shows how deceived the public has been as to the real character and purpose of the organization We do not mean to say that all members of the order are capable of such things, for we sincerely believe that the great body of the locomotive engineers of this country are men of high character, but they have allowed themselves to be influenced by men of faulty judgment, to say the least.

But no matter what has brought the organization in contempt, the fact is too apparent to be questioned that the public has lost all faith in the integrity and honesty of purpose of the Brotherhood as an organization, and nothing short of a thorough and complete reorganization of the order and a radical change in its policy and methods will ever give it recognition in the commercial and financial circles of the country. There was a time when the American Brotherhood of Locomotive Engineers had the confidence and respect of the entire business establishment of the country, and its badge of membership honored the men who wore it, but it has allowed a few very weak if not very bad men to conduct its affairs until all are in disgrace before the world and hence we are justified by its own acts in saying that except as a benevolent organization it will receive no recognition hereafter from the financial, commercial or industrial interests of this or any other community—*Editorial, Trade and Traffic, St Louis, March 27, 1888*

SWITCHMEN CLEAR OUT.

They Don't Go Back and New Men Are Being Hired.

One o'clock passed yesterday and the striking switchmen on the C., B & Q at Chicago, Galesburg and a few other points, did not return to work They are accordingly discharged. Why they quit work and why they stayed out are both inexplicable They say that their lives were in danger, but like the "tired" pretext this is no reason And so their action is inexplicable Why sober, honest men, getting the wages they asked, having no grievance, should choose idleness in these times is certainly beyond explanation

It is a piece of foolishness No doubt the switchmen were influenced by the engineers and firemen to strike, but this only makes the case of the former men the more inexcusable.

Great damage was done by the strike of the engineers and firemen It was an expensive step to both parties and nothing has been gained by it It seems strange that men cannot see that capital and employers on the one hand and labor and employes on the other must co-operate The men on the "Q" engines did not co operate with the road, and relations of mutual benefit and great public advantage were broken. It is called a strike, a violent act that seldom if ever brings good results Now the switchmen say they'll strike One wrong cannot right another The whole business is wrong Let men upon due notice quit work if not satisfied, but let strikes be abandoned

The switchmen are out and new men will be obtained in their places The road will be inconvenienced awhile, but it will run its trains as usual soon—*The Evening Gazette, Monmouth, Ill., March 27, 1888.*

The attitude of the Brotherhood is unrepublican and un American If combinations may attempt to crush a company they may just as reasonably attack an individual because he does not agree with them.—*Extract from editorial, Ottawa, Ill., Globe, March 29, 1888.*

STRIKING COMMENTS.

CHICAGO ILL. APRIL 2 1888

CHICAGO.

CALL A HALT

The people are utterly tired and utterly disgusted with the way the railway strikers have been benefitted into weeks of misery, misery inside and out, and the people have wanted in hope that some plausible reason might be built up for the cure so similar. It has not been made. The wages received by the original strikers, the engineers and firemen on the Burlington Roads, were sufficient to keep any well managed family in comfort, and by show of petitions the vast majority of it should. They were for by errors of the manager such as Mr. Egan, who has been a railroad man all his life, the ordinary run of storekeepers, farmers, doctors, et al fair, of the great middle class of people of this or any country. Not even after these wages prevailed, the employment was steady, and for the pay the employment received. Nor even the losses of work, appearance, although the work of the strikers was of the severe character, no complaint was made by the strikers of any of these things. That the members of the order and the Burlington Railroad agreement were to enable one person to the equality with which it should be received with other skilled craftsmen.

The original strike was projected in order to force the Burlington Road into abandonment of its plan of graded system. It was a strike against the system, and not against the men. Its aim, as it said, as we were, at no time a professional strike, all, railroads, to other writers, clerks, salesmen, to other agents and other. There is no sufficiency in the law of desire to be a member in the relation of preacher or professor. In previous times the strikers of the Burlington and such times must be given as payment. It is to its end shame, the same as other strikes, has been shown that the men who they seek to benefit the society to the rank of the unworthy, to strike the pay of the men who do not have sympathizers, conservatives and workmen. After, when the men who do not have sympathizers, who is often loudest in utterance of so visible help equal to that of the careful, industrious and conservative men of the country. The result of labor is how who takes no pride in the doing of it. And this is better for labor to be that of the shoveler or the preacher, the workman or the lawyer.

But, having failed to coerce the Burlington Road by unlimited from its employment, the original strikers, with the assistance of the usual methods of the boycott, by threatening strikes on other roads that would not help the Burlington. The courts put a speedy and effective stop to this policy. The strikers were then left to themselves, and the sensations were the first to take action next. And at this point the first sensible view of existing conditions was manifested. The men easily implored their supporters not to find fun of reliance there in the future. It was easily so thing, the prices of men who have got work which, as they themselves confess, is worth and wages and is not worth the pay that he is receiving. It must be clearly understood that the public is not responsible for the wages received. The same freedom of action must be allowed to employer as to employe. The public will be enforced only—if needful. There can be no law in force in the country. Neither shall any man force another to work for him, or shall any man or set of men force another to work for a work for. If any organization, by a system and boycott, compels men to work for less wages than they are willing to work for, it is a crime against the law. It is a crime against the law. It is a crime against the law. It is a crime against the law.

The people owe relief to nothing but the demand of men. Any man who is willing to work and the people have the right to say that the good result which the law has to which the law has declared, requires of the law that the law which is not good for the law. The law is not to be a law which is not good for the law. The law is not to be a law which is not good for the law.

No man or number of men, or set of men, or set of capital, as now exemplified in "trusts," and since combinations of men who hold property in common, and now exist as the law of the business of labor that seek to destroy or hinder the free, lawful exercise of labor, or that will equally tend to the general welfare, and there from to the welfare of any separate man.

When a barrage of property and agreement they may be left to the hands. What a barrage of poverty and ignorance prevails in the world to-day has left to human India, and what a burden of misfortune government has brought to the has left to them. What a burden to pass the level governments by a common law left to France. It was to the Burlington that the United States will submit to a rule of the law. The courts are making this clear enough the questions of entitlement of labor or any and are not to be considered as they affect each other, but as they affect the people. Trade is not to be crippled by "trusts," nor is the right of one man to accept work on terms that are satisfactory to himself to be abridged at interference. Nor is any organization to be free by this or any one to have not, but I think. Nor is any man or set of men to be free by this or any one to have not, but I think. Nor is any man or set of men to be free by this or any one to have not, but I think.

NO LONGER A STRIKE

The strike on the Burlington Road is a mere shadow. It was known to be a failure weeks ago. The persons on the part of the men were and engineers that it is not a fair and square strike. The conditions are now likewise the engineers, and work pro and from managers, as the engineers, and as far as any assistants that it appears to be the work should be satisfied upon, even if a few of the engineers of the Burlington Road are not.

The men have not decided the question as to when a strike ceases to be a strike and be-comes a conspiracy, but it is not difficult to point out reasonable persons can deny. A strike is not a strike after the employer has somehow or a down, and the men have returned to work on the terms of the strikers. The so called strike on the Burlington Road is not a strike in the sense of the opposition. They have no rights as to the employer. They are simply asking for wages or compensation to prevent the operation of that railroad. They have made a fatal blunder in not insisted to the effect of it all hands. Instead of going about their business, they have made the most of the consolidation of the men who have taken their places, and to the association of schemes of violence and destruction. The result has been very dangerous.

The so called strikers are thus to be placed in the category of transgressors, who shall be punished by the law. Their sympathizers and those who may send assistance are assisting them in their lawless plans. The hope of increased wages is a delusion. More than one of the railroad managers into a new alliance with this organization. The men are now disorganized and misguided employes more than one. The engineers have no further to expect from the railroad managers. The result is that the men are left to the mercy of the railroad managers. This is resulted in great confusion, as there are many more persons, and many more persons involved in the commercial interests of Chicago. The engineers have no further to expect from the railroad managers. The result is that the men are left to the mercy of the railroad managers.

The manufacturers of Chicago already feel the effects on the surface, and the primary of many manufacturing establishments are compelled to shut down for want of fuel. The railroads are the existing order of affairs, and for the public. The railroads are the existing order of affairs, and for the public.

The railroads are the existing order of affairs, and for the public.

NO MORE OUTLAWRY

It is not pleasant to read that Mr. Arthur, the head of the Brotherhood of Locomotive Engineers, has been obliged to call out the men on the Burlington Road. It is not pleasant to see that the men have been obliged to call out the men on the Burlington Road. It is not pleasant to see that the men have been obliged to call out the men on the Burlington Road.

It is a calamity and misfortune to the public that the men have been obliged to call out the men on the Burlington Road. It is a calamity and misfortune to the public that the men have been obliged to call out the men on the Burlington Road.

*It is also a calamity and misfortune to the public that the men have been obliged to call out the men on the Burlington Road. It is also

STRIKING COMMENTS.

CHICAGO, ILL., APRIL 3, 1888

CHICAGO.

LET THE LAW BE EXECUTED.

It is obvious that the faint hearted position of the railroads, and partly their endeavor to injure their competitors, is doing much to encourage the strike devils in their lawless actions Why are the railroads so slow in accepting freight of the C., B & Q? Why not at once ask the assistance of the United States courts, when violent strikers dare to interfere with the railroad traffic? Without any reason for complaint, even without any mock reason the strikers left their work, demanding the railroads to refuse to take freight of the C, B & Q, that is to violate the Inter State commerce law, for no other reason than to please the madness of these insolent boycotters According to the decision given by the judges Gresham, Dundy, and Love, a sudden common joint strike of employes of interstatical railroads is an offense punishable for every one taking part in it What is the St. Paul waiting for, to have their strikers brought before the United States court? And what makes the other railroads threatened by the boycotters delay an open and sharp declaration, that they are ready to prosecute any attempt to prevent them from taking the freight of the C, B & Q? The cowardness of those boycotters equals their impudence, for they have not courage and honor enough in them to admit frankly their common action They claim that each of them is acting on his own hook But this coward pretext would have as little strength before the court as oleomargarine before the sun The fact of their hiding behind such a pretext is in itself a proof that they feel their conspiracy a crime But what is to be said if the railroads even in the face of open violence of the boycotters do not dare to re act by wholesale arrests? It is time for the majesty of law to show its lightening to those marauders in the social warfare It is the duty of the railroads to stand together firmly and to crush without mercy by common action this infamous boycott Labor organizations, if not duly incorporated under the State law, should be treated like conspiracies, for they are neither responsible to their own members nor subjected to any public control They are as intolerable as the trusts and other conspiracies of capitalists The law is there let us execute it —*Translation of Editorial, Freie Presse, Chicago, April 2, 1888*

A WORD IN KINDNESS

The interest of a commercial metropolis can not brook continued interference with its facilities of transportation These are vital The activities of the city are so interwoven with the business of freight carriage that the paralysis of one involves almost wholly the other If its railroads were not in daily operation Chicago would experience a shock so great as seriously to threaten its existence Long continued cessation might reduce the city to a condition of siege and bring its teeming population to the verge of starvation

A situation which would distress capital would kill labor. Like a bear hibernating, capital may lose of its fat without imperiling its substance Labor as a rule works from hand to mouth Its reward is speedily absorbed Its need is continuing and perpetual. The condition may be a hard one, but it has been enforced from the dawn of history and will be imperative to the end of time Man shall earn his bread in the sweat of his brow

It is just and merciful that railroad operatives be told plainly that while they may elect to quit their employments they can not be permitted to interfere with men selected to take their places These, as their employers, must be protected in their rights, and for their protection, which amounts to the assertion of society over its members, the invincible forces of law and order will be invoked

That this assertion may be made forcibly it is not necessary that it be made brutally The common sense of the community reprobates the more recent attitude of the railroad strikers It deprecates the possibility of an extension of the trouble whereby deprivation, serious loss, and protracted suffering may come upon the whole community There is more reason, then, why in their own behalf the wage operatives of the vast net of railroads centering in Chicago and vitalizing its commerce should be invited to pause before incurring the penalties of violence. Let them look at the matter from the standpoint assumed by all others—that of enlightened selfishness If they go out they will speedily consume their savings, if happily they have some little hoard, and they and—what is of greater pang to a man of generous instinct—their dependents must know the woes of want Idleness is an abnormal condition, leading to vice, and though no man may be wholly satisfied with the wage his labor earns, employment is daily bread and freedom from many temptations to evil courses If its earnings are curtailed a railroad, like any other venture in commercial activity, must reduce its expenses, and the pay-roll is the first feature to feel the pinch.

He who has a place wherein he earns his bread ought not foolishly sacrifice it, especially if the prompting to idleness comes from men already idle and suffering that misery which loves company If the dealings of one corporation with its servants are satisfactory to them it would be gross folly upon their part to lose the opportunity of their wages upon the representation that the dealings of another corporation with their servants were unsatisfactory

Let the railroad operatives look to their own interests and there will be no extension of the strike —*Editorial, The Times, Chicago, April 3, 1888*

POWDERLY CONDEMNS THE STRIKE POLICY

Mr. T V. Powderly has recently issued one of his periodical proclamations, or messages, to the great strike society, or agglomeration of strike societies, of which he is the head and front, announcing the failure of the strike policy He declares in effect that this policy as it has been pursued for the past few years has been a great mistake, that it has been productive of nothing but waste and misery, and that what is now demanded is "a vigorous policy of educational work" In fact, he says that this is the policy he has steadily advocated; that he has "written and talked against and opposed strikes," ever since September, 1879

However much Mr Powderly may have written or talked against strikes, it is certain he has not done very much to prevent their occurrence On the contrary, he has unconsciously, perhaps, done a great deal to promote them He has the name of having done more than any other man in bringing into existence and organizing an association calculated to impress people with the idea that the people who work for wages in this country have the power to take possession and control of the property and even the government of the people and make their own terms He has probably done more than anyone else to impress the idea upon the men who work for hire, and especially upon those of his own organization He has done more than anyone else to make those men believe that their power as an organization was simply irresistible, and that it had only to be exercised in order to bring wonderful things to pass. It is not surprising that when they had thoroughly imbibed that idea they wished to avail themselves of the earliest opportunity to show the country and the world what they could do Like Frankenstein, he had created a monster that would give him no rest and that he could not control And one may be pardoned for suspecting that he was not unwilling to see what his monster could do, and that he did not always do all that he might have done to keep it under restraint

But that is a matter about which we need not concern ourselves at present The thing of special interest just now is that this chosen leader of the greatest labor organization in the country, numerically, takes occasion at this particular juncture to express the opinion, and with the strongest emphasis, that the strike as a means of improving the condition of those who work for hire is a mistake, and has proved a costly and disastrous failure Thinking men have seen that this must be so, and now the chief of the most numerous labor organization admits that it is so In the light of the numerous experiments that have been made he probably sees more clearly than he once did that the men who work with their hands for hire and who are in such situations that they can co-operate as members of strike societies, are not a majority of the people of this country or even a majority of those who perform manual labor He probably sees that the more extended a strike is the more intolerable its attendant evils must become and the more certainly will public opinion condemn the strikers without much regard to the merits of their cause

The members of the striking railroad labor organizations should ponder well what Mr Powderly has said. They imagine that they possess an irresistible power They have imbued that idea largely, though perhaps unconsciously, from Mr Powderly He now tells them that the idea is a mistaken one, and they ought to heed him They may entertain the foolish notion that the newspapers which tell them so are hostile to their best interests, they can not well entertain that notion respecting Mr Powderly He is entitled to be regarded as their earnest well wisher, and he assures them, after much observation and experience that the strike is mischievous to the interests of the strikers themselves

The strikers should not only heed Mr Powderly's words regarding their own interests, but it is their duty as men to consider the consequences of their acts to others. The strike of a few employes on a railroad, if it succeeds in the accomplishment of its purpose of bringing the business of the road to a standstill, is sure to throw out of employment a far greater number who have no grievance and who can ill afford to be idle But if the strikers will not consider this the victims should make their influence felt They should not submit tamely to injury —*Editorial, The Times, Chicago, April 3, 1888*

TOO LATE FOR ARBITRATION

THE JOURNAL of Saturday urged the adoption of arbitration by the railway companies and their striking employes as the only practicable way out of their difficulties One of the chief officers of the Chicago, Burlington and Quincy Railway Company asks that the position of the management of the company be placed before the public, as a reply to our suggestions He makes the following statement

"The engineers and firemen of the Chicago, Burlington and Quincy left the service of the company voluntarily and without justifiable reason The management of the company thereupon, at great trouble and expense, and as soon as possible, filled the places of these outgoing employes by new men, who were promised in good faith that they would be retained in their positions so long as they should perform their work and their duties satisfactorily All the places of the strikers have now been filled with good and efficient men, and the management of the railway company is in honor pledged to stand by these men, and it will stand by them to the end and at all hazards. The day for compromise and arbitration has gone by It is too late now The company must and will fulfill its solemn engagements with the men who are now in its service"

Under these circumstances, it would seem, there is only one alternative, and that is for those men who have voluntarily left the service of the Chicago, Burlington and Quincy, to seek employment elsewhere

* * * *

—*Editorial, Chicago Evening Journal, April 2, 1888.*

The Brotherhood of Locomotive Engineers has long been known as the most intelligent labor organization in America, but it has, on more than one occasion, shown that it failed to grasp anything like a broad idea of the relations between employers and employes We need not look far for an example of this failure Mr. J. M. Holt has for many years been a respected citizen of Aurora, Ill. He long ago worked himself up to the responsible position of master of one of the car-building departments of the Chicago, Burlington & Quincy railroad. He is now a member of the Aurora city council, and has been talked of as a candidate for re election this spring. When the engineers' strike took place Mr. Holt, of course, did all he could to help the company out of its trouble Now come the striking engineers with a proclamation, which they publish, asking all their friends to vote against Mr. Holt, not because he is not a good and faithful alderman, but because he *is* a good and faithful employe of the company that pays him for his services In their proclamation the engineers say that Mr Holt has gone out of his way to help the company, that he is not employed in the running department of the road, and should not meddle with its affairs There is the point exactly, and there is the difference between a conscientious employe and one who is only a hireling Mr Holt believes that he is employed to work in the interest of the company, that they pay him for his time and energies, and are entitled to them These engineers, on the other hand, believe that when they have done just what, under the company's rules, they have to do in order to earn their month's pay, they have done their duty The result is inevitable Men like Mr Holt, who take an interest in their employer's business in all the departments of it—are always given the best pay and the most commanding positions, and men who, like these engineers, would not "go out of their way" to work for the company's interest will never find the company going out of its way to work for theirs The man who, no matter what the emergency, drops his work the instant the whistle blows, who does just as little as he can and keep his job, must expect the company to pay him just as little as it can for his work This is but common justice It always was so and always will be It would be so if these very engineers were employers —*Editorial, The Times, Chicago, April 2, 1888*

Cleveland *Leader* No power can prevent the engineers, firemen, and switchmen from quitting work if they are disposed to do so. But the obligations which every citizen is under to the community should prevent them from crippling the entire railroad business of the country, and from inflicting losses upon their employers, from whom they have never received aught but just treatment

Omaha *Republican* No cause can be won by train wrecking and coupling pin argument If this is persisted in there will be a revulsion of public sentiment against the side which to this time has commanded wide sympathy The end sought does not justify the means

Buffalo *Express* The model, trustworthy, much-esteemed Brotherhood of Locomotive Engineers sowed the wind It has already got in a good crop of whirlwind As for the rioters, there is the law —*From "Press Comments" The Daily Inter Ocean, Chicago, April 3, '88.*

There was once an Engineer who went out Hunting Snipe with the Boys They gave him a large Sack to hold, and told him they would go and drive the Snipe into it He held the Sack a Whole Day, but no Snipe came. At last he saw a Switchman and called out to him "My Friend, I wish you would come and hold this awhile, and I will go and Drive more Snipe into it than you can shake a Stick at!" The Switchman took the Sack and held it, and the Engineer went his way. The Switchman is still Holding the Sack and trying to Drive the Snipe into it Himself by Loud Swearing And there are no Snipe in sight —*The Chicago Tribune, April 3, 1888*

INTERESTING READING.

CHANGES MADE IN THE CODE OF LAWS BY THE LAST LEGISLATURE

Important Amendments to the Acts Dealing with Conspiracy and the Boycott

* * * *

Yet the rapidity with which the strike is spreading and the formidable proportions it bids fair to assume makes interesting the laws treating of riots and disturbances The following abstract of these laws is taken from the volume giving the laws enacted by the Legislature of 1887. Many of the changes therein brought about were made necessary by the exigencies of the anarchist troubles and the subsequent trial

RECOVERY OF DAMAGES

An act to indemnify the owners of property for damages occasioned by mobs and riots

Whenever any building or other real or personal property, except property in transit, shall be destroyed or injured in consequence of any mob or riot composed of twelve or more persons, the city, or if not in the city then the county in which such property was thus destroyed shall be liable to an action by or in behalf of the party whose property was thus destroyed or injured, for three fourths of the damages sustained by reason thereof

Whenever any final judgment shall be secured against any such city or county, the same shall be paid in due course as in other judgments No person or incorporation shall be entitled to recover any damages for any destruction or injury of property unless they shall have used all reasonable diligence to prevent such damage

It shall be lawful for the city or county against which judgment for damages has been recovered to bring an action against the people who have been participating in said mob or riot, for the recovery of the amount of said judgment A claim for damages against a county or city must be made within thirty days after the loss or damage occurs, or said county or city will not be liable The action to recover must be brought within twelve months after such destruction or injury occurs, but nothing in this act shall be construed as authorizing any recovery by the United States, the State of Illinois, or any county, for the destruction or of injury to property by mobs or riots

CALLING OUT TROOPS

An act to secure the peace and good order of society, to quell riots or disturbances, and for the peace and protection of property

The sheriff of any county in this State, if in his judgment the preservation of the peace and good order of society shall require it, may summon and enroll any number of special deputies which, in his judgment, the exigencies of the case require Any person summoned to act who shall decline or refuse shall be guilty of a misdemeanor, and be fined not less than fifty dollars nor more than two hundred dollars, or imprisoned in the county jail for not less than three months If the sheriff thinks it necessary, he may arm such special deputies and provide them with subsistence at the expense of the county On the requisition of the sheriff the Adjutant General shall furnish arms with the necessary ammunition

Whenever the sheriff, with the help of his force of special deputies, is unable to preserve the peace, to quell any riot or to execute the law, it shall be his duty to notify the Governor by telegraph or otherwise of the facts in the case, and to call upon him for such military force as may be deemed necessary to preserve the peace and execute the law. In case of neglect of the sheriff to act in a case of emergency the coroner, mayor or county judge must make application to the Governor for military assistance.

Upon the military being ordered out by the Governor or any application of a civil officer, they shall report to such civil officer as the Governor shall designate and shall act in strict subordination to such civil authority in preserving the peace, quelling the riots, or executing the law, and may arrest any person or persons in view without process

Nothing in this act contained shall abridge any of the rights, duties or powers which the sheriff now has, or the right which persons now have to guard and protect their property

THE LAW OF CONSPIRACY

An act to revise the law in relation to criminal jurisprudence.

If any two or more persons conspire or agree together, or the officers or executive committee of any society or corporation shall issue or utter any circular or edict as to the action of, or instruction to, its members, or any other persons, society or organizations, or corporations, for the purpose of establishing a so called boycott or black list, or shall post or distribute any written or printed notice with malicious intent to wrongfully or wickedly injure the person, character, business, employment or property of another, or to obtain money or other property by false pretenses, or to do any illegal act injurious to the public trade, health, morals, policy or administration of public justice, or to prevent competition in the letting of any contract by the state or the authorities of any counties, city, town or village, or to induce any person not to enter into such competition, or to commit felony, they shall be deemed guilty of a conspiracy; and every such offender, whether as individuals or as the officers of any society or organization, and every person convicted of conspiracy at common law, shall be imprisoned in the penitentiary not exceeding five years, or fined not exceeding $2,000, or both

If two or more persons conspire to overthrow the existing order of society by force or violence, or to bring about local revolution by force, or to destroy or resist or overcome the local authorities, all such persons shall be guilty of conspiracy and be punished accordingly, notwithstanding the time and place for the bringing about such revolution or overthrowing the public order or the destruction or overthrowing of such authorities had not been definitely agreed upon by such conspirators, but was left to the exigencies of the time, or the judgment of co conspirators or some one or more of them

Hereafter it shall not be necessary in order to establish a conspiracy, as aforesaid, to prove that the parties charged ever came together and entered into any agreement, combination or arrangement to accomplish a criminal or unlawful purpose, but it shall be sufficient if it appears that the parties charged were actually pursuing, in concert, the unlawful purpose, whether acting separately or together, at the same or different times, by the same or different means, providing that the acts of each were knowingly tending to the same unlawful result — *The Daily Inter Ocean, Chicago, April 2, 1888.*

TOO MUCH TALK

If the strikers have nothing better to say for themselves than that they object to a railway hauling a sleeper or other car of the Burlington railway, or handling its freight in any manner, they had better cease from talking For this is just saying they object to railways obeying the law And the public is interested in having the law obeyed Let it be said, in passing to the main subject, that the law was not made with a special view to the prevention of strikes, it was framed to prevent one railway from boycotting the trade of another that refused to become a member of some pool or to join in some other plan for increase of freight or passenger rates it was made specially to insure to the public the good effects of unrestricted competition in freight and passenger trade It was one of those which are made from time to time to protect the public against the encroachments of organized capital But it also works to protect the public against the encroachments of organized labor It is one of those laws which are eminently "for the people, of the people, and by the people" It is time that the strikers should cease to chatter like silly children If they have a real grievance against any road let us know wherein it consists, if they seek to injure public trade and credit by obstruction of the business of roads whose only offense is that they obey the law, let us know that

There is not a workman of any degree, on railways or off of them, clerk, blacksmith, farmer or cotton spinner who will not be injured to some extent if the railway strike should become general, though, necessarily, the strikers will be injured most severely The question of the strike narrows itself down to this "Is either greed or terror about to lead to a defiance of law?" That is all there is to discuss There is no issue between capital and labor to cloud contemplation The labor and capital question was settled when certain men withdrew from the service of the Chicago, Burlington and Quincy railway and the railway went about its business without them The men exercised their certain right of leaving a service that did not please them, the railway exercised its certain right of engaging other men to whom its terms were acceptable That ended the strike The thing now contemplated is a conspiracy This is not a country in which revolutionary or rebellious conspiracies have ever proved successful It will be well if the "fat and greasy citizens" who prosper by labor agitations should take this truth to heart It will be well if the rank and file of labor will cease to be deluded by its self constituted and too well paid leaders It will be well if persons in authority prepare for the worst events, for when would be rioters know that there is force enough to preserve the peace they seldom try to break it —*Editorial, The Chicago Daily Inter Ocean, April 3, 1888*

THE COUNTRY IN GENERAL.

POWDERLY AND ARTHUR.

It is odd that Mr. Powderly's pathetic confession of failure should be made at the same time with the announcement that a party in the Brotherhood of Engineers is working to displace Mr Arthur from his place as Chief. If such a party had been formed because Mr Arthur had given his consent to a strike that had turned out to be unsuccessful, there would be some plausible excuse for it. Even in that case we do not think it would be just It is quite true that the Chief of the Brotherhood ought to be a discreet and disinterested person who, not being personally subject to the grievances against which it is proposed to strike, is in a position to estimate coolly the chances of success, as well as to form an impartial opinion whether the grievances alleged justify a strike It is a very wise provision in the constitution of the brotherhood that requires the assent of the Chief to a strike. The men who have been engaged in the preliminary disputes are apt to lose their heads and their tempers and to forget their interests altogether in a vindictive desire to injure their employer by engaging in a hopeless strike. The function of the Chief is that happily expressed in the designation of a presiding officer in New England as a "Moderator."

Now this is the function that Mr Arthur has performed for some years in behalf of the engineers and has performed very effectively, earning their gratitude and that of the public. To prevent a strike in an important industry is as great a service as can be rendered to those engaged in it. A strike is a war, and is as wasteful in its degree except of human life, as any other war. All the money expended in maintaining the combatants while it is going on is absolutely unproductive, and at the end of the strike there is nothing to show for it except a victory If the same result can be attained without the war, it is the height of folly to strike until all other means have been exhausted. Even when they have been exhausted, unless the strike succeeds the judgment of those who have undertaken it is discredited Mr Arthur made a mistake in countenancing the Burlington strike, but he has made so few mistakes of the kind and prevented so many that it would be unwise and ungrateful for the engineers to displace him on that account

It appears, however, that this is not the ground of the opposition to him He is blamed and opposed because he has not carried on the strike with more vindictiveness It is very possible that he might by ordering "sympathetic strikes" on roads connecting with the Burlington have paralyzed for a time the trade of the whole Northwest, instead of merely hampering the operations of one railroad. His opponents in the brotherhood appear to think that next to doing themselves good the greatest success they can achieve is by doing harm to somebody else, and that in this way they can at least "show their power" In other words, they would like to have the Brotherhood of Locomotive Engineers do exactly what the Knights of Labor have for years been doing

Just at this time, fortunately, comes Mr Powderly to tell them the effect of the policy pursued by the Knights It is a confession that is all the more valuable, and, for that matter, all the more creditable, because it must have cost its author something to make it He shows from experience what might have been shown without that costly instruction, that the workmen who engage in sympathetic strikes are the chief sufferers by them, and that they "show [illegible] themselves first and worst of all He shows further how a general organization of laborers pledged to make common cause with each other in conformity with the ridiculous motto that "the injury of one is the concern of all" forces employers to combine to assist each other. They must help each other resist every demand for a rise of wages that takes the form of a war upon industry and society If the engineers read and digest Mr Powderly's confession they will cease to blame their chief for neglecting to follow the methods which have been so disastrous to their originators —*Editorial, New York Times, March 30, 1888*

Mr Powderly's protest against strikes to redress presumed grievances is a little late, but "better late than never" Now let Mr Arthur follow suit It does not detract from a great man to acknowledge his mistake, on the contrary, it elevates him in public opinion

The demand for engineers and firemen by the C B & Q railway demonstrated the fact that there were many unemployed men of that kind The inference is that some trades are overcrowded, or that labor agitations have worked hardship to numerous individuals —*Editorial notes, Baltimore American, March 30, 1888*

It is a queer policy that Chief ARTHUR has lately been prosecuting in the direction of the Burlington strike He remains in Chicago, after the failure of his own members, inventing all sorts of schemes for the harassment of the railroad company At the opening of the strike of the locomotive engineers, he secured the backing of the locomotive firemen, who also struck When new men had been procured to fill the places of these two classes of strikers, and the railroad managers were rejoicing over the partial resumption [illegible] the company was again crippled by an unexpected strike of its switchmen, who then announced their sympathy with Mr ARTHUR's [illegible] engineers The operations of the road have been interrupted during the past few days by the action of these striking switchmen, for whom the company is trying to procure substitutes It is now given out from ARTHUR's quarters that when the railroad is supplied with new switchmen, and business is once more resumed, there will next be a strike of the brakemen, with new troubles for the company, and afterwards, if necessary, a strike of the freight handlers, with still other troubles and obstructions Thus the company will be kept in hot water for several weeks more, by which time the original strikers of ARTHUR's Brotherhood may be able to touch the minds of the engineers who have taken their places in such a way as to create new turmoil for the company's managers. The Brotherhood has plenty of money, and can offer to the substitute engineers inducements that are not easily resisted In the manœuvres that have taken place since the failure of the first strikers on the road, Mr ARTHUR and his counsellors have appeared to be standing at one side, refraining from interference, but it has been evident to every close observer that the movements of the various classes of strikers have been under the direction of a single central body —*Editorial, New York Sun, March 30, 1888*

ALONG THE C. B. & Q. LINES.

THE BIG STRIKE

The Chicago, Burlington & Quincy company is exhibiting the nerve and courage of an army of Titans In thirty days it has reconstructed its entire system of operation It has had difficulties to contend with that rose up in its path like mountain peaks But it didn't go round them It tunneled through, and came out from seeming despair and real gloom, into the light of day, only to encounter other trouble where least expected, because there were no other grievances complained of The strike of the switchmen seemed without cause But the switchmen must yield their places to others, because that great artery known as the C B & Q system cannot be closed without revolution The C, B & Q must run, and all the railroads must run, because the people so will it If the C, B & Q or any other road treat their employes illiberally, niggardly or in any manner that affords them a real grievance, public opinion will compel the road in fault to correct the wrong done Public opinion is bigger than all strikes and all railroads, and every giant trust or corporation will quail before the blows which public opinion gives when those trusts or corporations are in the wrong —*Editorial, The Chariton, Ia., Age, March 30, 1888*

THE STRIKERS' CAUSE

This is the name of a new paper published in Chariton, Vol I, No 1, of which has reached us This paper, a 4 page 4 column sheet, is edited by the Brotherhood and printed at the Patriot office As its name implies, it seeks to set forth the reasons leading to the recent great strike A careful perusal of it leads us to the remark that we have not yet discovered a reason for the strike by which we can justify the action.

One would think, from a perusal of the paper, that the striking Brotherhood was more solicitous for the welfare of the road than for their own interests, and accordingly we read some heart rending chapters on "Damaged" and "Deceased" Locomotives, whose early demise is charged to the unprofessional "scabs" who have recently been running them * * * * * Never in the history of railroading has a great corporation had fewer serious accidents than has the C B & Q during the last month with "scab" engineers.

We have said and still repeat that the Brotherhood is an excellent organization composed generally of very worthy men. It is a strong organization, numbering some 25,000 members It exists in a strong country, numbering 60,000,000 of people. To say that 25,000 men can control the business of 60,000,000 people is to say that one man should control 2,400 people. In the very nature of American equality this cannot be done. To admit it would be to foster a labor tyranny worse than any money tyranny we had ever dreamed of.

The striking engineers are excellent men, we grant Otherwise they could not have occupied positions that commanded the salary they received. But

> Men shall deal unadvisedly sometimes,
> Which after hours give leisure to repent.

These after hours have come, but we fear too late To show that these men did deal unadvisedly we give below a statement of their earnings for January, the last full month's work they did Remember, the names given are engineers living in Chariton, and their runs were on the north and south branches, roads doing light work Their earnings for January were as follows.

Wm Hunter, on extra runs	$ 99 70
D B Dennison, freight runs between Chariton and Des Moines	86 40
W. Flint, pass runs between Chariton and Des Moines	94 50
P. H Van Patton, pass runs between Chariton and St Jos (off duty 5 days)	96 50
J D. Carter, pass runs between Chariton and St Jos (4 days off duty)	95 00
Ben Snider, pass. runs between Chariton and St. Jos	128 00
C. F Losee, pass runs between Chariton and St. Jos	126 37
J P. Johnson, freight runs between Chariton and St. Joe	165 75
Dow Hart, freight runs between Chariton and St. Joseph	109 82
John Soook, accommodation runs between Grant City and Bethany June	123 50
Total for 10 men	$1,125 54
Average per man [illegible]	112 55
Average per man per year	1,350 00

Where is the farmer, the laborer, the mechanic or the artisan in this part of the country in these times who makes more?

And every case given above, except Johnson's, claimed fewer hours work than the farmer puts in every month in the year

A strike for better pay than this! Nonsense! —*Editorial, Chariton, Ia., Democrat, March 29, 1888*

A correspondent in yesterday morning's GATE says that if it were not for the brotherhood the wages of the engineers would be crowded by the railway managers down to a bare pittance. That is the sort of stuff that is being talked to the people of the United States as tho it were both wise and true. It is neither Every political economist knows that what keeps wages high in the United States is the ease with which men and women can take themselves out of the wages paid people and by using the cheap lands make a living as employers of themselves. No engineer would consent to work for a pittance because he can go and take up a free homestead and work for a competence That is a far larger factor than the brotherhood in determining his wages —*Editorial Note, The Daily Gate City, Keokuk, Ia. March 29, 1888.*

The people are letting the Q bear the burden of the strike But when all the people are reached and suffer then they will come to a very explicit understanding of what they will permit brotherhoods or any body to do. The safety and welfare of the entire body of the people is the supreme law, and before that everything has to give way —*Extract of Editorial Note, The Daily Gate City, Keokuk, Ia., March 27, 1888*

STRIKING COMMMENTS.

CHICAGO, ILL., APRIL 4 1888

CHICAGO.

AN UNLAWFUL DEMAND

THE INTER OCEAN wishes that it could commend Mr Henson's plea for a settlement of the present railway troubles by arbitration There is no newspaper in the land more favorable to arbitration of a dispute in which much may be said in behalf of each disputant, nor is there any which is more urgent, "in season and out of season" in demands for a high standard of wages Morals apart, commercial necessity requires a fair day's pay for a fair day's work But the question of wages has hardly been up in any stage of the present trouble, it certainly is not up between the strikers or threateners to strike on any road other than the Chicago, Burlington & Quincy

What is there that can be arbitrated, leaving the Burlington difficulty aside for the present? What is it that the switchmen engineers, and firemen who have struck or who threaten to strike, on other roads demand? Higher wages or shorter hours for themselves? Not at all They demand that the roads with which they are connected shall violate the law That is all that they demand Surely there can be no arbitration as to whether law shall be obeyed A law, made, as has been said heretofore, not with special intent to prevent strikes but with special intent to prevent great roads from coercing lesser ones into "pools" or other combinations for the purpose of raising freight or passenger rates, enacts that every road shall carry speedily and carefully the cars or freight of other roads connected with it The dissatisfied workmen demand that this law shall be disobeyed, so far as the cars or freight of the Burlington are concerned It is against public policy and public morals that the demand should be complied with

And now we come to the source and origin of this unjust and unlawful demand A short while ago there was a strike of the engineers and firemen in employ of the Burlington road That was a strike capable of arbitration And, in some sort it was submitted to arbitration, for the railway managers and the engineers submitted statements of their case to the public, which instantly, despite of its natural and laudable tendency to sympathize with the recipient of wages rather than with the payer of them, approved of the statement of the railway managers The statement of the managers showed that the lowest paid engineers were in receipt of about $125 per month, and the highest in receipt of more than $160 This is a good showing and the men themselves admitted it to be so But they complained of the inequality of payment, they said that one engineer should be paid as much as another That was the whole of their case The management replied that it sought to gain effective service by rewarding merit, and therefore sought for bright men among its firemen, with the purpose of promoting them to engineers; to such promoted men it gave good wages during the first year of promotion, better during the second, and the highest known to the trade in the third The public saw the justice and wisdom of this method No merchant expects as much profit during the first year of his business as after experience has gained him the confidence of the public No preacher, lawyer, doctor, journalist, or school teacher expects that a first year man shall be paid like him who has proven himself a force The public also saw in this graded system a partial insurance against accident Men with promotion in prospect are likely to be careful and ambitious

This ends the history of causes of the existing troubles Let us look at results The men on the Chicago, Burlington and Quincy road exercised their right of withdrawal from its service, the road exercised its right of employing new men and had small difficulty in finding them This should have ended matters Many of the men could have gone back to the employ of the Burlington Most of the others could have found places quickly, all ultimately, on other roads The straight defeat of the Burlington strikers should have been the close of the war But it was not allowed to be the close of it, a guerrilla strife of boycotting was inaugurated, and when that failed the selfish interests of other roads were excited, or sought to be excited, to a breach of law This is not matter for arbitration The public may be depended upon for protest against oppression of the laborer, but its justice will refuse sympathy to conspiracy against trade at large, and especially to conspiracy against a law whose prime object is the limitation of the power of organizations of capital —*Editorial, The Daily Inter Ocean, Chicago, April 4, 1888*

THE RADICAL REMEDY FOR RAILROAD STRIKES

Congress at last is about to take a hand in the pending railroad strike, the House Committee on Commerce, having reported favorably upon the resolution to appoint a committee to investigate the original "Q" strike The resolution will undoubtedly pass without serious opposition and it is intimated that the investigation will be both prompt and searching As this is a matter which concerns the whole people and as the strike is increasing its area every day and already threatens to involve the business and comfort of the whole country, it is high time that Congress should interpose its authority to check it and provide remedies for the future The scope of the resolution covers the original strike upon the Burlington & Quincy Road, which involves something like an issue between the road and the Brotherhood of Engineers, but since the settlement of all the collateral strikes yesterday, the Burlington emeute is really the only one to be considered

It is well enough as we have said for Congress to investigate the "Q" strike and settle it by arbitration of some sort if it can but it is questionable whether the committee by coming here can gain any information which it does not already possess A file of THE TRIBUNE which the committee can consult at its Washington Bureau will give it all the facts it needs For all practical purposes therefore, it can investigate the strike in Washington as well as here But the mere investigation of the "Q" strike will not reach the evil of which the people are complaining nor remove the danger that menaces them Something more radical than an investigation is wanted It is well enough to settle this strike at once if it be possible, but what the country wants is a law by which it can be protected against these strikes in the future and which shall prevent employes from stopping the business of common carriers between States, and State laws which shall have the same effect within State domains The public welfare calls for a law which shall prevent these men from [illegible] the public inconvenience as a means for settling their quarrels with their employers and from injuring the business of those who have nothing to do with their grievances The [illegible] of the "Q" engineers and switchmen in [illegible] the business of their road only emphasizes the necessity for such a law as will stop [illegible] striking and provide some fair means [illegible] the resort to which shall be compulsory and its decisions final, the business [illegible] meanwhile continuing uninterrupted If the Government can make laws [illegible] commerce by forbidding strikes on [illegible] and stopping a crew from scuttling [illegible] every time they have a grievance, if it [illegible] to compel railroad corporations [illegible] penalties, to conduct their [illegible] interest of the public welfare, then it [illegible] to prevent the employes of inter State roads from [illegible] traffic in the same interests and from scuttling the business of the roads every time they have grievance with them The investigation of the "Q" strike [illegible] enough and it is to be hoped will have a good result but what the people want

of Congress and the Legislatures is a guarantee that their interests shall not be imperiled in the future

It must be clearly perceived that a railroad strike is really aimed at the public convenience and seeks to coerce the managers by choking up the arteries of commerce —*Editorial, The Chicago Tribune, April 4, 1888.*

GOING TOO FAR

The claim of a brotherhood can be no greater upon a man than the claim of his own individuality, if he has any It is certainly less imperative upon him than the claim of those for whom he has made himself responsible—his wife and children Merely to heed a sentiment and acknowledge the claim of other fellowship he has no moral right to imperil the physical well-being of creatures dependent upon him

In *The Times'* report of the current trouble upon the railroads centering in Chicago it is stated that "a majority of the men regretted that they were required to go out, but they said that the life of the Brotherhood depended upon the life of the 'Q' strike, and that they must stand by their brothers" Such fraternal devotion sounds heroic in the narrative, but it will not fill an empty purse nor replenish a wasted larder Men who have no grievance with their employers stretch to absurd disregard of their own interests and of the closer demands that properly may be made upon them the sentiment of sacrifice in aid of men who, having disagreements, conclude to go out As each man must in the divine order work out his own salvation, so also he must provide his own bread More, his duty is to earn the bread of his dependants Let a general, widespread strike of operatives come, and how speedily the aid funds in brotherhood treasuries would disappear under the fierce demand for assistance' Then what?

The brotherhood sentiment goes much too far when it compels men to forfeit their chances of honest wage earning and compels them to accept idleness and confront the possibility of starvation —*Editorial, The Times, Chicago, April 4, 1888*

STRIKE OR REBELLION?

After what has happened during the last week, it is idle to speak any longer of a strike of the railroad employes To strike means to quit work for the purpose of obtaining higher wages or less working hours or better treatment, but nothing of the kind is being asked by the switchmen They do not make any demands, do not complain either of too low wages or of excessive duration of their daily task, or of unjust treatment And yet they are trying to stop all railroad traffic, if necessary by using violence, by endangering or destroying life and property, by murder and incendiarism That is no more a strike, but a rebellion—a rebellion against law and public right, a rebellion against the general welfare, injuring the commerce of the country to the amount of millions of dollars, and preparing the way for a general panic and financial collapse It is high time that the ruling powers of city, county, state, and even of the United States, turn their earnest attention to this state of things and devise energetic measures for the suppression of this rebellion The strike pestilence, turning into open rebellion against law, justice and the public weal, must not be treated gingerly and hesitatingly, but by heroic means Here is an utterly reckless, law defying mob of unreasoning blackguards, arrayed in vicious malignity against the most vital interests of the commonwealth That mob must be downed at any cost Now is the time to do it If the backbone of this organized mob rule is not crushed, then the vapid boasting of the land of the free and the home of the brave will become a decayed old chestnut —*Translation from Editorial, Illinois Staats Zeitung, April 2, 1888*

ONE GOOD RESULT

Nothing can be more unfair than to argue from the standpoint that the depreciation in the value of railroad property since the beginning of the strikes, as measured by the speculative prices established on the New York stock exchange, is actual loss It represents a temporary shrinkage in the revenues, and the attendant timidity of investors, but a gain which will eventually result from the settlement of the question of the right of owners, through their accredited representatives, to manage their own properties, free from the interference of organizations of minor employes The issue is one that may as well be settled now, once for all, as to postpone it —*Editorial Note, The Chicago Mail, April 3, 1888*

BURLINGTON vs. ROCK ISLAND.

The answer of the Rock Island to the bill filed by the Burlington company in Judge Gresham's court to compel the former to haul Burlington freight and cars is highly sensational in character The charge made by the Rock Island is in substance that prior to the trouble with the brotherhood engineers and firemen the Burlington had entered upon a systematic lowering of freight rates with the purpose of forcing all the competing roads, great and small, to form a gigantic railway trust, to be managed by three men vested with absolute power to make and alter rates and control the business of all the roads entering into the combination It is also charged that the Burlington fomented and made use of the disaffection among its own employes for the purpose of coercing the other roads into joining the trust, and that it has, in pursuance of that purpose, attempted to involve the Rock Island in trouble with its own engineers and firemen The Burlington officials deny these allegations and characterize them as baseless and absurd —*Editorial note, Chicago Times, March 23, 1888*

Circuit Court of the United States
NORTHERN DISTRICT OF ILLINOIS

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY
vs
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

STATE OF ILLINOIS, }
County of Cook, } ss

Henry B Stone, on oath, says He has read the answer filed herein and knows the contents thereof As General Manager of the complainant corporation this affiant has as full and accurate knowledge of the alleged acts and purposes of the Burlington Company as any other officer or agent thereof

Affiant is advised that nearly all the statements and charges in the said answer contained are improper and wholly irrelevant to the subject matter properly in controversy, and therefore, solely for the purpose of placing on record an explicit denial of such false and scandalous charges, affiant says

1 That it is untrue that the Burlington Company began a systematic and damaging reduction of rates in the territory common to it and the defendant and other railways

The recent unnecessary and injurious lowering of rates which has been prevailing in such territory was begun in 1887, and was initiated by the defendant and other railways against the most earnest and long continued efforts of the complainant to prevent the same, that after such hurtful reductions had been put into actual effect by the defendant and such other railways, the complainant for a long period declined to lower its own tariffs and labored diligently with competing railways to induce them to restore their rates to a remunerative and reasonable basis Failing in this, the Burlington Company was reluctantly compelled, in order to prevent a diversion of its business, to yield to the policy inaugurated by its competitors and reduce its tariffs

2 The charge is utterly false that in February or March, 1888, or at any other date, the complainant communicated to one or more of the managers of the railways in such common territory its purpose to prosecute a rate war until the officers of all such railways should consent to abdicate the powers placed in their hands by their stockholders to an unlawful trust of the kind mentioned in the answer, or any other kind

The kind of association of such railways concurred in by any agent of the complainant was a perfectly lawful agency substantially as contemplated in a plan reported on February 17, 1888, by seven of the general officers of Western roads, including the official representative of the defendant, and which plan was adopted by a unanimous vote of the representatives of nearly all the railways in such common territory, including the votes of both the complainant's and defendant's representatives The plan of such an association was not new, and did not originate with complainant

3 The statement is absolutely false that complainant determined to use the disaffection of its own employes to coerce its competitors into acquiescence in any scheme for the creation of a great western railway trust, and that in the execution of such purpose it first completed arrangements to secure the services of all the engineers and firemen out of employment, and then forced a strike on its own road with the intent of forcing strikes on the lines of its competitors. In gross and in detail, such insinuation is a reckless [illegible] which has been injected into the controversy without a single fact to warrant or support it The departure from service of all the engineers and firemen of the complainant corporation was in fact so sudden and unexpected that when notified of it, at noon of Sunday, February 26 1888, the complainant had only contingently secured the services of a single engineer to take the place of the thousand and upward who left its employment on Monday, February 27 1888, at 4 a m

4 Equally false and reckless is the charge that complainant has been in bad faith crowding traffic exchange on the defendant with the purpose or expectation of disabling it in the operation of its road or stopping its traffic altogether

The inexcusable falsity of this statement is fully shown by the affidavits on file and the bills of lading accompanying the several blockaded shipments, whereby it fully appears

That they were all shipments made by divers private consignors and that complainant had nothing to do with the origin or the routing thereof

That most of the shipments were made prior to the existence of any strike, and that the defendant's orders to refuse all traffic with complainant were made and put in force before any demands or tenders were made by the agents of complainant

It was also perfectly well known when oath was made to such accusation that the majority of the railways entering Chicago had been freely and constantly exchanging traffic with complainant

5 Touching the statement that "late on Thursday the 22d of the current month, the defendant completed arrangements which enabled it to resume its former relations with complainant" this affiant says that he has no knowledge or information as to the nature of such arrangements which emancipated the defendant, or the persons with whom such arrangements were completed

But neither "early on Friday" or at any time prior to the filing of the bill was any information or notice given the complainant that the engineers and firemen of defendant had given up control of its traffic department or granted permission to the defendant to conduct its business as a public carrier according to law, or that the defendant's policy of absolute non intercourse as declared in the orders and letters of its agents was in any respect altered.

On the contrary, this affiant was advised by telegraph, received in Chicago at 5 03 p m, on Saturday, March 24, from St Joseph, Missouri, that the engineers of the defendant in that vicinity said the General Manager of defendant had no authority to issue orders to resume traffic relations with complainant

(Signed) HENRY B STONE.

Subscribed and sworn to before me this third (3d) day of April, 1888

(Signed) H W WEISS

THE COUNTRY IN GENERAL.

THE STRIKE SPREADING

"When strikes are set on set on foot they are always likely to extend until all who are in any way concerned in the interests involved are dragged into the movement Each side has a point to make, and each becomes more determined and aggressive as the contest progresses, the one striving to transact its business without the aid of the strikers the other using all its energies to cripple, annoy, and frustrate its opponents and to bring them to terms The employing party invariably has the law upon its side, acts in harmony with the great business interests of the country, and rests its case upon the well recognized and long established usages of civil order With the other side it too frequently becomes a desperate struggle for existence, a fight for bread and butter, and then the obligations due from every citizen to the society from which he expects protection for himself and family are often forgotten"

The above, which appeared in the editorial columns of the LEADER some three weeks ago, was a very just forecast of the Burlington strike Several Western roads have been dragged into the trouble, and our dispatches this morning announce the probable extension of the strike to other lines The roads marked for the strike are the Chicago & Alton, the Fort Wayne, Pan Handle and Santa Fe, with a strong probability that the Lake Shore will also be involved. "A feeling of desperation," it is said, "has seized the men," and an attempt on the part of "the Burlington to force its cars on other roads will complete the climax" The sooner it comes perhaps the better, for the sooner it will be over It is a sort of a fever which must have its way until it runs itself out Each side will do all in its power to win. The Burlington managers will call upon the Pittsburg & Fort Wayne, the Lake Shore & Michigan Southern, the Rock Island, Illinois Central, and Alton roads to move their cars If they obey the interstate commerce law and comply with the request they will probably all be tied up And thus the matter stands The public must look idly on with folded arms and see the strike run its course, while business is suspended, tens of thousands of men are thrown out of work, and millions of dollars are lost to both capital and labor No power can prevent the engineers, firemen, and switchmen from quitting work if they are disposed to do so But the obligations which every citizen is under to the community should prevent them from crippling the entire railroad business of the country, and from inflicting losses upon their employers, from whom they have never received aught but just treatment To make one company suffer for the alleged injustice of another is intrinsically wrong and no possible good can ever come out of it To tie up one railroad because of an injustice imputed to another is despotic, and no good can ever come to this republic from despotism Even in the heat of their desperation the men should never lose sight of these facts Their respect for law should and doubtless will, enjoin upon them the strictest respect for law, the rights of property, and the right of every man, not a member of their order, to work where, when, and for whatever he pleases The prospect of a railroad tie up on all the great roads of the country has an exceeding threatening aspect And that is not an exaggeration of the present outlook It is useless to argue, remonstrate or advise No political axiom or purgative drug can reach the strike fever But the pending trouble cannot run on forever The engineers, switchmen, and brakemen all have a desire to be back at their posts and they internally hope that they will never be called upon to go through [illegible] strike Every step taken in the extension of these troubles is the result of a belief that it will bring a speedy peace Every one regrets that such strikes occur Their inevitable results render them prejudicial to every great public and private interest But the present and the recent disastrous labor troubles may have one good result, that may teach the rising generation a valuable lesson against all strikes, for he who studies them carefully must conclude that they are injurious, not only to both sides engaged in them, but to the entire community through which they extend.—*Editorial, The Cleveland Leader and Herald, April 1, 1888*

A SUICIDAL COURSE

The Chicago railway strike has got beyond the control of Chief Arthur, and he has incontinently fled and abandoned it to its fate He is the first labor leader who discovered that it is a much easier thing to start an avalanche than to direct or check it after it has once got under headway The past few days have developed a very strong disposition among the strikers to resort to violence The switchmen whom the engineers have called to their aid are not doing the alliance any credit The [illegible] of the [illegible] have no weight with the switchmen Stone throwing and train wrecking are their weapons Unless better councils shall prevail the conditions are at hand for a disturbance as bloody and lawless as any inaugurated by the Knights of Labor

The Chicago, Milwaukee & St Paul suffers for its courage in doing its duty to the Burlington by having its own great road tied up by a strike This offers a temporary advantage to its great rival the Chicago and Northwestern, that the managers of the latter road are loth to deny themselves In order to keep its own engineers placated and the road in shape to handle the increased traffic caused by the embarrassment of the St Paul and the Burlington, the Northwestern disregards its obligations as a common carrier and tamely obeys the orders of the Locomotive Brotherhood to receive no freight from the Burlington The Rock Island has yielded to the same temptation to mortgage its future for a temporary advantage over a rival, and other companies, according to report, are struggling with the question whether they shall aid the Burlington Company or its late engineers in their present struggle for the control of the road.

Whatever may be the [illegible] of the controversy between the Burlington Company and its employes, there can be but one judgment on the fatuitous and suicidal policy which leads its rivals to play into the hands of the strikers by boycotting the company against which they have struck Such action is in direct violation of the law, and if generally followed will make the Locomotive Brotherhood omnipotent in the railroad world No company can ever afford to disregard the demands of the Brotherhood in the future if it is seen that the penalty of such disregard is not simply a strike of its engineers and firemen, but a general boycott by all other roads If there was a case where obvious self interest should prompt the railroads to act together this is one, but thus far the majority of roads leading out of Chicago are either temporizing or else directly aiding the strikers to cripple the Burlington —*Editorial, The Philadelphia Press, April 1, 1888*

A SERIOUS MOMENT

The "Q" strike seems to have got beyond the control of the only hand that could safely guide it The switchmen sympathizing with the Brotherhood of Engineers have allowed themselves to resort to violence, and the strike is rapidly taking on the worst features of such movements

A train in the Chicago yard was ditched and the crew set upon and beaten by a crowd of roughs Pinkerton's men on the train were disarmed without difficulty, and several of them were hurt Division Superintendent Besler of the Burlington was badly pounded before he escaped and locked himself into a switch house One man, William Quirk, a Chicago, Milwaukee & St. Paul switchman, was arrested This arrest precipitated a strike of switchmen, engineers, and firemen of the St Paul Road The entire force of this line at Chicago went out The subsequent release of Quirk on bail terminated the strike, but only for the time being Incendiarism is added to the lengthening black list of the sympathizers doings The paint shop of the C B & Q at Aurora, Ill, was burned, the fire breaking out in several places at once Over a hundred new engineers and firemen sleeping in the neighborhood turned out to the fire, and several of them were assaulted

The time has come for all this to be stopped Illinois has had lessons enough in riot fire and bloodshed The violence already has gone beyond all toleration. The Brotherhood of Locomotive Engineers has dragged its anchor and is drifting upon fatal rocks where other crafts have gone to pieces The task of Chief Arthur has been too much for him There has developed dissatisfaction with the "conservatism" among the Brotherhood There is talk of a change of leaders But just now is the time when no such change should be made When the Knights of Labor got tired in the great Southwestern strike they, too, clamored for a change They got it, and Martin Irons became their chief Let the Brotherhood of Engineers consider well that chapter of not very ancient history before they depose Arthur Let them discountenance and bestir themselves to prevent the outrages that are being committed in their name The situation is getting very black, and nothing but the greatest wisdom and forbearance can save the remnant of the once untarnished reputation of the Locomotive Brotherhood —*Editorial, The Buffalo Express, March 31, 1888*

WAR ON "Q" FREIGHT.

This morning's strike chapter from Chicago is more than commonly dreary The strike has extended to the Chicago, Milwaukee & St. Paul, and the Pittsburgh, Ft Wayne & Chicago To day it may spread to other roads The passenger service is not seriously disturbed The quarrel between engineers, firemen, and switchmen on the one hand and the companies on the other hand, is simply because members of the Brotherhood and the Switchmen's Union dare not handle C, B & Q freight

Autocrat Arthur of the Brotherhood has come to Cleveland, but before leaving the seat of war repeated his denials that there is any conspiracy between the Brotherhood and the Switchmen's Union The railroad managers and the general public are convinced that the spread of the strike is due to just what Arthur denies—a conspiracy The struggle has got beyond the power of Arthur to control It is no longer a question of right and wrong, to be settled between cool headed men by arbitration It is in the hands of yardmen and switchmen, the worst class of railroad employes to deal with, whom nothing but hunger or force will move The strike has reached the [illegible]

The model, trustworthy, much esteemed Brotherhood of Locomotive Engineers sowed the wind It has already got in a good crop of whirlwind As for the rioters, there is the law —*[illegible], 1888.*

The situation of all the railroads west of Chicago, except the Burlington, which has nearly paid off its prior lien, is very much the same They have all got an underlying mortgage, which, though not acknowledged before a notary [illegible] mortgages [illegible] The riot of the switchmen yesterday was [illegible] of general notice or service of process preparatory to entering into possession We should not be surprised to hear any day that there had been a general strike of all the employes of all these mortgaged roads a strike [illegible] upon the theory that if the whole Northwest is deprived of facilities of transportation the great public will seize the Burlington officials by the throat and compel them to mortgage themselves over again, although they have already paid off their mortgage and recovered possession of their property A lot of ignorant men, flattered these many years by demagogues and by the newspapers and inebriated with self conceit, which has been largely built up by the cringing behavior of their employers, will be most likely to conclude that they have only to run amuck, dealing a savage blow at everybody along the highway, in order to make everybody friendly to their interests, and make everybody espouse their side in a wild crusade against law and order Such a proceeding would tend to a general clearing off of unrecorded mortgages in railways, and we fear that there is no cheaper way to accomplish that end —*Editorial Note, The New York Evening Post, March 30, '88*

How far General Master Workman Powderly will be able to prevail with the Knights of Labor in his appeal for the abandonment of strikes and a resort to educational methods it is impossible to predict What he says is, however, sound, sensible and practical. It comes, too, at a time when events enforce the lesson Nothing that he could possibly say as to the impolicy of a strike and the loss it involves for the workingman could tell the story any more effectively than it has just been told by the Reading strike, and is being told by that on the Chicago, Burlington & Quincy —*Editorial Note, The Detroit Free Press, April 1, 1888*

No fact more clearly indicates the demoralizing effect of the "Q" strike on the employes of other roads than the strike of the Chicago, Milwaukee & St Paul engineers, firemen, and switchmen because one of their number was arrested and confined, as he deserved, for participating in a riot Two hundred and twenty seven men quit work for no other reason than this A more unjustifiable cause for a strike can hardly be imagined, nor one more likely to call down upon all the strikers the condemnation of public opinion —*Editorial Note, Cleveland Leader and Herald, March 31, '88*

In resorting to vindictive and cowardly acts of [illegible] the striking railroad men of Chicago are robbing themselves of the respect of the public. Nothing could more surely injure their cause —*Editorial Note, Buffalo Courier, March 31, 1888*

ALONG THE C. B. & Q. LINES.

THE MAJESTY OF LAW MUST BE MAINTAINED

We have not assumed to judge who was in the right as to the issue between the employes and employers in the matter of wages on the C, B & Q road We are not sufficiently informed to decide such a question, but one thing we do know, and that is the moment the rights of property are invaded by violence, the moment the lives of men are endangered and injury done those who do work by those who do not, then all other questions are as nothing compared with the maintenance of law and order and the protection of the property and the lives of men

The violence of the striking switchmen and others in Chicago, Thursday and Friday, must be stopped and must be punished If such things are continued it can only lead to the employment of force to put it down There can be no other result and the rioters will be overcome and in the end will be the greatest sufferers We do most sincerely hope such a deplorable issue as the use of force will not be required, but we hope force will not be so long deferred that good and true men shall lose their lives in considerable numbers before the force is employed If loss of life is to accrue let it fall upon the law breakers We do not believe in so tampering with law breakers that the good citizens shall be the victims It is not too rigid a punishment of the law breaker that prevails in this country, but rather a too loose administration of justice We say nip the lawlessness in Chicago in the bud and parley not By such a course will result the least harm to property and life The majesty of the law must be maintained decisively and at once —*Editorial, Daily Courier, Ottumwa Iowa, March 31, 1888*

DUTY OF THE STRIKERS

Whoever turned the empty car loose on the B & M road Friday night, and subsequently committed other acts of violence, were at heart murderers and it was by the merest chance that the criminals did not succeed in accomplishing their designs

Suspicion points to some of the striking switchmen as the offenders It is hard to believe such a thing possible, it would, of course, be impossible of the very large majority If there are men of such murderous proclivities among them, the switchmen owe it to themselves to ferret them out and help bring them to justice The offense against the strikers is greater than against the general community, because it points the finger of suspicion at them all

No punishment is too great for men guilty of such deeds —*Editorial, The Omaha Republican, April 1, 1888*

The strike must go It has been demonstrated time and time again that labor can gain no substantial victories by strikes The interests affected by the strike of a large number of railroad employes or workingmen in any industry seriously affects thousands of citizens and paralyzes business to such an extent that the people are looking upon strikes as a calamity that must be averted. The amount of money lost both in wages to the [illegible] and to the corporations and to the public is so immense that it is astonishing that the resources of the country can stand such drains General Master Workman Powderly has recognized the fact that strikes are not only demoralizing to the business of the public but they are damaging to organized labor He has issued a lengthy circular addressed to all assemblies of the Knights of Labor, referring to the experience gained in the recent strikes He says

"It has been demonstrated that the order will not support strikes Will it now make an effect to place the real issues on which we base our claim to recognition equally before the people? Will a vigorous policy of educational work be sustained? Through some singular oversight the General Assembly [illegible] established an educational fund Will our members consent to establish such a fund by contributing 10, 15 or 20 cents apiece? If so a number of good speakers can be sent at once through the country to educate and instruct people in the principles on which the order is based" —*[illegible], March 30, 1888*

Strikes may be "[illegible]" as some of our exchanges say, but the loss of a man's right to run his own business in his own way, would be more so The "Q" railroad company has a principle, a system, and they insist on operating their property a certain way, and though the company may not declare another dividend for ten years, it better lose it than destroy the business principle and system under which the road has been operating for years —*[illegible], March [illegible], 1888*

Issued by Passenger Department of Chicago, Burlington & Quincy Railroad

STRIKING COMMENTS.

CHICAGO, ILL., APRIL 5, 1888.

CHICAGO.

THE RECENT CRISIS

[illegible] labor situation has bettered The en[illegible] on the railroads other than the Burling[illegible] have returned to work, and men in general [illegible] their vocations yesterday morning [illegible] diminished apprehension of impending [illegible]. There has been an extended and trying [illegible] but it has passed, and that its issue [illegible] been peace and industry rather than idle[illegible] and riot is a thing to gratify all save the [illegible] among our inhabitants.

In securing this result the wise and thought[illegible] elements in the labor councils have brought honor upon themselves and good fortune upon their comrades The hostile attitude of the men was untenable in reason. They threatened the comfort of every citizen not only in the municipality, but in the State and region. A comparatively insignificant group in numbers, these organizations held the throttle of the public engine as well as the lever of the locomotive. The act they threatened was to hurl hunger and bloodshed upon the entire body politic. Yet as citizens they had given their bodies and estates for hostages and for fests that no act of theirs should hinder the general welfare As prospective strikers and rioters they put themselves in the attitude of rebels and insurrectionists Their position was inconsistent The *Herald* told them the truth, delivered without equivocation Their [illegible] and [illegible] friends told the truth The longest headed of the leaders [illegible] the truth The rampant spirit [illegible] insurrection oozed away, the callings of all men are resumed, the wheels [illegible] go round, the aspects [illegible] civic trade en[illegible].

So much of the general and critical phase of affairs The nest egg of the trouble is left be[illegible] The strike on the Burlington is to be kept up In all ways possible public sentiment is to be turned toward the men's side of that dispute The other roads are to embar[illegible] the disabled line with copious deliveries, the accidents which may befall its new hands are to be noted and the results charged to the company, and, inasmuch as the rival roads have determined to aid the men in these re[illegible], it is to be seen that the Burlington management has need of the same degree of high fortitude it has so far maintained

If this war on the Burlington be conducted as fairly as the Burlington has fought its old men, then the fight should go to a finish, so that every striker, however ill advised, should enjoy the liberties guaranteed under the federal and state constitutions but the right of men cease when they begin throwing [illegible]. From that moment they are criminals against the law they have themselves made and can unmake. From that moment they should be denounced by every public press that hopes to preserve its own freedom the [illegible] of oppression On the other hand [illegible] real effect of the show of general com[illegible] in the vast trainyards of this, the [illegible] railroad city will operate to conciliate [illegible] the general quarrel Our city, our merchants, [illegible] particularly our laboring people of [illegible] savings are to be felicitated upon a nar[illegible] escape from unknown ills

[illegible] does not cope with great troubles [illegible]. Yet constantly recurring dan[illegible] kind will need a very effective [illegible] sense of self preservation It [illegible] well for all citizens however high [illegible] and spirited to consider this neces[illegible] —*Editorial, The Chicago Her[ald]* [illegible] 1888

DR. HENSON AND THE STRIKE

Dr. Henson's second letter on the strike [illegible] now happily at an end is valuable in showing that the church is to day as it always [illegible] been in sympathy with the poor and op[pressed]. THE INTER OCEAN does not believe [illegible] in the case provocative of the Doctor's [illegible] there were any poor or oppressed but [illegible] sympathy with those who might under cer[tain] circumstances be so regarded is laudably [illegible].

* * * * *

Now except that it takes capital to build up a newspaper as it does to build up a church, or [illegible] a labor organization, there is nothing [illegible] about the press Nor can there [illegible] an entity that must give the news or [illegible] matter who is hurt or helped the [illegible] must be reported by it nor the [illegible]—the temper of the day must be [illegible] and truly, too, or the newspaper [illegible] loss and ultimately bankruptcy. [illegible] the press does, though Dr Hen[son] [illegible] doubt it, reflect public opinion It [illegible] the editors are endowed with [illegible] something of intuition is need[ed] [illegible] tul journalist but because the col[illegible] of a great newspaper is nearly [illegible] an event of such magnitude as [illegible] strike the newspaper sends men of [illegible] training and knowledge to feel the [pulse] of each condition of society The railroad managers, the striking men the police, the politicians, the great merchants the small [illegible], the loungers in the clubs, and the loungers in the saloons, too, are made to give their opinions And these opinions are col[lected] by men who know the ways and devices, the thoughts and habits of the men to whom they are sent When a great newspaper has done its work thoroughly it is in possession of [illegible] consensus of opinion on any given [illegible]. And having done such work THE INTER OCEAN gave not its own mind you, but [illegible] the verdict that the original strike was [illegible] for The strike would have been [illegible] to day had not public opinion brought [illegible] end

* * *

—[illegible] in *The Daily Inter Ocean, Chi[cago]*, [illegible] 5 1888

The withdrawal of the boycott against roads [illegible] treating [illegible] cars of the Chicago, Burlington & Quincy Railway is a triumph for [illegible] good principles The work [illegible] by the railways lately threat[ened] [illegible] themselves good citizens [illegible] INTER OCEAN always was hopeful that the [j]udgment of the majority of the men would prevail over the rash counsels of those who counseled conspiracy against the law For, whatever the merits or demerits of the claims of the firemen and engineers lately in employ of the Burlington Road may be, it is [pl]ain that a conspiracy against a law designed to prevent the exercise of undue power by corporations of common carriers could not meet [publ]ic approval, and was certain to entail [illegible] upon its projectors

[illegible] feature of the strike being now [illegible] hoped that the last [illegible] hostility between the Burlington and [illegible] employes may speedily be removed [illegible] of a large majority of workmen, [illegible] professional men is that the original [illegible] ill advised, and that the wages [illegible] Burlington are equitable, and that [illegible] gradation of payment [illegible] in work is [illegible] to all parties [illegible] specially beneficial to the travel[ing public] —*Editorial, The Daily Inter Ocean*, [illegible] 1888.

[illegible] engineers and firemen and [illegible] strikers, the switchmen having [illegible] resume work on all the roads with [illegible] in the handling of freight, are about to play their last trump card and if this fails to take the decisive trick their game is hopelessly [lost]. Thus far they have been beaten at every [point]. First they failed to prevent the Bur[lington] from [illegible] the r[illegible] with [illegible] [illegible] next [illegible] boycott of Burlington freight [illegible] [illegible] the Burlington to terms [illegible] committee to wait upon M[illegible]

[illegible] that [illegible] be [illegible] made, for the leading men came to Chicago in large numbers, and the thing which Arthur declared was impossible came to pass—the Burlington succeeded in manning its engines and running its trains in spite of the brotherhood. Evidently a higher bid must now be made for Powderly's co operation What the inducement is to be, or to what extent such a combination, if entered into, would prove successful, remains for the future to develop It is plain, however, that the brotherhood is reduced to extremities and that its failure as an independent and hitherto all powerful organization stands confessed —*Editorial, The Times, Chicago, April 5, 1888*

Some days ago the Chicago, Burlington and Quincy strikers at Aurora, Illinois, circulated a communication setting forth to the state board of railway commissioners that the "Q, company was employing incompetent and unworthy engineers in the places of the strikers, and that the danger to the traveling public was great They succeeded in getting about fifty signatures At that time the Aurora correspondent of THE TIMES sounded the sentiment of the people of Aurora was not with the strikers, and that several of the persons who signed this petition to the railway board signed it merely because they pitied or feared The strikers or were personally friendly to those who circulated it The strikers angrily denied this statement and heaped a good deal of vilification upon the correspondent for the truthful information he had given them Yesterday the railway board was in session in Chicago, and several of these signers—some of them the most prominent business men in Aurora—came in of their own free will and testified that they had signed the petition for friendly or prudential reasons or because they could not easily refuse to do so, and that they did not then and do not now believe what was set forth in the petition The strikers may now see what THE TIMES correspondent has all along been in position to see and has vainly tried to beat into their noddles The fact is, the sentiment of Aurora is and has been with the company and against the strikers, and in no other city on the entire line of the road are the strikers so numerous or more highly regarded personally The sentiment of Aurora is simply that they are as a rule, good men gone wrong —*Editorial, The Times, Chicago, April 5, 1888*

SOLVING A STRIKE PROBLEM

A Correspondent Points out Wherein It Would Be Practicable to Require from Labor Organizations Bonds Responsible for Any Damage to the Public or Individuals.

TO THE EDITOR Your course in reference to the labor troubles which have afflicted us is worthy of all commendation I sincerely hope it may bear fruit

This matter has engaged my thoughts for a long time The impossibility of making irresponsible parties responsible is where the trouble comes in The labor organization is unknown to the law It employs leaders who appear to be out of the reach of the law, yet whose slightest signal must be implicitly obeyed A year or so ago we heard of the walking delegate who could call every man out of a shop or factory by the snap of his finger The snap of somebody's finger called every engineer and fireman from the engines of the Atchison, Topeka and Santa Fe railroad without grievance and without warning The snap of some one's finger called every switchman from the Chicago, Burlington and Quincy switches at midnight without grievance and without warning, endangering the life of every person on one of the moving trains of that road on that night That men with brains shall sign away every vestige of manhood in yielding obedience to some unknown power so recklessly exercised is in itself something appalling That the men who do this are those to whom the public are compelled to trust their lives and fortunes presents something in the last degree fearful and calls for a remedy swift and certain As you have pointed out, a civil suit will reach the railway or the manufacturer because there is visible property subject to attachment, but a similar suit against the workman affords no relief because of the absence of something tangible to attach in a large majority of cases, and always an absence of property adequate to cover the damage Criminal proceedings are difficult because of the difficulty of getting proof That the power of the organization is irresponsible and unreachable by the law has been shown recently in Chicago, where the Chicago, Burlington and Quincy seems to have been unable to find a way to bring Mr Arthur into court, notwithstanding it is known to all men that the strike of the engineers is solely in consequence of his orders

It seems evident that the only adequate remedy is one which will put combinations and organizations of all kinds on an equal footing as to the public, and my purpose in writing this letter is to lay before you and the public a feasible, and, as I believe, an effective plan

In the case of the national banks we have a sufficient model and precedent. Before an association of men can organize to do business as a national bank they must deposit security with the United States to insure the public against loss from the acts of the association Let this principle be extended to all associations and organizations which seek to do business in which the public is interested or to be affected. There is no valid objection to this since it can only operate to hamper irresponsible and wild cat schemes. No one having character and legitimate objects can have difficulty or objection to compliance The very fact of having such backing will give character and standing to the association and confidence to the public Under a law to this effect every labor organization would be required to organize publicly and give adequate bonds [illegible] for any damage to the public or to individuals flowing out of the acts of said organization. This would put the organization directly and at all times within reach of the courts where they ought to be, if they propose to control or interfere with the acts of people outside of their organization

When several persons desire to associate in the form of a corporation they are now required to file certain papers and enter certain proceedings and in return receive from some public authority permission to organize and proceed When the operations of this organization extend [illegible] limits of the state it is proper that the general government should exercise some control, in case suits between citizens of different states may be brought in the United States courts

Let, than, congress make a law requiring that all associations of whatever kind, whose extensions or affiliations or business does or may extend [illegible] state or the state of location, shall [illegible] incorporate under the [illegible] United States [illegible] giving names of officers by-laws, charter, etc and bond secured by first lien on real estate in such an amount as the judge or court shall deem proper in view of the character of the [illegible] and prospective operations of such association, which bond shall be [illegible] to increase or diminution [illegible] upon suitable proceedings under which [illegible] [illegible]

A law [illegible] existing all organizations and associations in the operation of which the public is interested [illegible] [illegible]

can not call out any servants and solid object [illegible] on the part of interests and solid corporations, as it would otherwise be the filling of a bond which would never be a burden so long as the acts of the corporators are within the law It would affect the labor organizations and the trusts exactly alike A trust bond would be required to corporate If the object and effect is to increase prices, the necessity and propriety of that could be a matter of judicial inquiry Any organization or association outside the law to procure or producing concert of action to interfere or injure should render the individuals amenable to punishment as conspirators In view of a law of this description we would soon see an end of reckless strikes and reckless pools, and the public security would be enhanced without unreasonable burden upon anyone

R D O SMITH

Chicago, March 28, 1888

—*The Times, Chicago, April 2, 1888*

A WELL CONCEIVED ADDRESS

The emergency brought E T Jeffery, general manager of the Illinois Central, to the front, and in his wise counsels yesterday the citizens of Chicago seem indebted in a large degree for the changed conditions of the labor troubles Coming from one who has risen from the ranks of labor to the command of a great railroad, the advice of Mr Jeffery carried with it weight and influence, and the 2,000 strikers who listened to him were forced to admit the correctness of his position He counseled moderation, obedience to the laws, and consideration for the rights of others, and he pointed out to them the disastrous results which must follow a general tie up His work did not stop there He went to the big officials of other railroads which had become involved in the row to a greater or less extent, and, as a consequence, both sides were brought together in an entirely different spirit from that which ruled earlier in the day One sensible, level headed man, in whose judgment leaders of men have confidence, can accomplish wonders by a little well directed effort at the right moment —*Editorial, The Chicago Mail, April 4, 1888*

Knights of Labor, Brotherhoods, Unions, Guilds, and what not, are a constant menace to employers Fancied wrongs, trifles and the machinations of disturbers who, because on a live and let live policy, work all of the present stand and deliver features eliminated Of eight hundred and fifty strikes during the year 1887 less than six per cent were successful —*Editorial, The National Laundry Journal, Chicago, April 1, 1888*

THE COUNTRY IN GENERAL.

CHIEF ARTHUR'S MISTAKES

Chief Arthur is pursuing a course of action in regard to the strike of the engineers which is calculated to grieve the more judicious of his friends His sudden departure from Chicago just at the time when the disorderly elements among his followers had apparently gained the upper hand and precipitated what promises to be at the beginning of a series of acts of violence if it was not, as has been asserted, a cowardly flight in the face of danger, was at least an unwise step, calculated to produce evil results Mr Arthur's chief title to recognition as a safe leader of the working men under his control has been his reputation for conservatism He has always publicly deprecated the principles upon which strikes are based, and has opposed the idea which the Knights of Labor have so signally upheld that "an injury to one is the concern of all" He has on all suitable occasions condemned the theory of "sympathetic strikes," and it is presumably on account of this stand on his part that the radical element in the Brotherhood of Engineers has at last risen against him and, adopting from the events of the last few days in Chicago, has driven him from his position as an influential factor in the Brotherhood

With the strike of the switchmen of the Burlington road which has resulted in bringing to the front the disorderly elements at Chicago, Chief Arthur possibly had nothing to do The switchmen are not members of the order over which he presides, and he could not dictate their action It will be difficult, however, to make the average man believe that this sympathetic strike, which developed almost immediately into a sympathetic riot, would not have been prevented had Mr Arthur chosen to take any step looking to that end Sympathy, especially where bread and butter is the price of it, does not as a rule force itself upon unwilling recipients, and it is not conceivable that the Burlington switchmen would have struck [illegible] have been in formed by the chief representatives of that cause that their aid was not wanted The truth seems to be that Mr Arthur, seeing that the strike which he had sanctioned was lost, passive consented to what he could not consistently ask, and that the switchmen cast the fortunes with the engineers knowing well that their assistance in the fight would be heartily welcomed

It was the great mistake of Mr Arthur's career that he did not at once disclaim all responsibility for the switchmen's strike, instead of evading as he did, the main issue, and simply stating what everybody knew, that he was powerless to order such a strike By accepting the "sympathetic aid" of the switchmen he gave his radical opponents in the Brotherhood of Engineers the opportunity they had been waiting for, and they promptly organized another "sympathetic strike," this time in the Chief's own order Mr Arthur says he has not sanctioned the action of the Fort Wayne engineers, and that until he does sanction it, they can have no claim to the support of the Brotherhood He is careful, however, to refuse to say whether he will ultimately sanction this strike or not and the impartial observer watching the course of events at Chicago, will probably come to the conclusion that it will make very little difference whether he does or not It looks very much as if the Brotherhood had decided to rush on to its own destruction with no reference to Chief Arthur or his opinions, and the sudden flight of the Chief from Chicago apparently shows that he has become impressed with this conviction

Mr Arthur's action in leaving Chicago at this perilous crisis, shows that, strong leader though he has been supposed to be, he is really a very weak man, and not at all fitted to govern such a body as the Brotherhood of Engineers He has lost his head in the first really great emergency which has confronted him as chief, and deserted the field on which he has set so many dangerous agencies at work His place at this time, if he really intends to fight for his position and the announced principles of his order is in Chicago and not at Cleveland where he can issue his orders only at a disadvantage It is very evident that he is not of the mettle that strong leaders are made of, and if the Brotherhood of Engineers, which has done much good in the past, now goes to the [illegible] this result will be partly attributable to [illegible] his weakness It was a sorry day for Chief Arthur when he was induced to sanction the Burlington strike, it was a sorrier day when he fled from the battle field and left such of his disorganized followers as are still true to him to take care of themselves —*Editorial, Net[illegible] [illegible]*, April 2, 1888.

Two months ago the Brotherhood of Locomotive Engineers was looked upon with high appreciation throughout the length and breadth of this land as an organization which greatly benefitted its members [illegible] and judicious pressure It [illegible] of the reputation it had acquired like any reasonable demand, could then it would be sustained in so doing by the universal support of public opinion In the interval, however, the good character which had been acquired has been almost entirely lost By one of many have gone from one unfounded extreme to another, but at the present time no aggressive step that the Brotherhood of Locomotive Engineers would take in any part of the country would meet with popular approval The members of the Brotherhood have so terribly blundered in their action, have proved themselves to be so far wanting in what would be demanded by common justice, that the people have grown distrustful of them, and it will require years of hard work and judicious behavior for the organization to regain the credit able position it so lately occupied —*Editorial, The Sunday Herald, Boston, April 1, 1888*

THE RAID ON THE C, B & Q

To the Editor of the Commercial Gazette

Since the beginning of the strike on the C, B & Q, the press of Chicago has been unanimous, and the press of New York substantially unanimous in condemning the strikers, condemning their demands and the means resorted to for enforcing them Heretofore sympathy has generally been with the men who strike, there is a general feeling in favor of higher wages wherever practicable and freedom from unnecessary restrictions. There must be some reason for the change of position

According to the account of the New York Post, Chief Wilson, of the Brotherhood of Engineers, failed to be re elected in 1873 and Chief Arthur was elected in his place Wilson had refused to countenance a strike on the leased lines of the Pennsylvania road, and Arthur at once instituted a series of startling strikes on the railroads in New England At a given hour seconds fixed, every train on the road stopped wherever it happened to be, without warning to the managers of the road Unless another in two hours that demands presented had been granted every engineer deserted his train Five such strikes happened in six months, alarming to the public and distressing to passengers, women and children, stopped and abandoned in midwinter far from towns or houses The alarm was heightened by a boast made by Arthur to a meeting in Faneuil Hall that he had only to raise his hand to stop every railroad running out of Boston Early in 1877, when a similar strike was made on the Boston and Maine, the company refused to submit, and without great delay found new employes. The public [illegible] so exasperated, and the tone of the Legislature of Massachusetts was so ominous, that this policy was abandoned, and the Brotherhood became the most conservative of the labor organizations in the country

Last month the Brotherhood presented to the managers of the C, B & Q a statement of demands. Some of these are as follows That the company issue passes to all engineers and firemen and their families, and pass over their lines all members of the Brotherhood That there shall be no examination or test of employes except such as are agreed to by the General Grievance Committee That there shall be no classification of engineers based upon skill, experience and length of service, but a fixed sum shall be paid for every mile run, by whatever engineer, and whether in simple and easy or in difficult and responsible service That in case of the proposed discharge of any engineer or fireman, the employe in question shall select another engineer or fireman, and these two in conjunction with the Master Mechanic and Superintendent of the road, shall investigate and decide the case

To these demands the authorities of the road replied that they had always given passes to their engineers and firemen and their families freely, but it would be unreasonable, and against the law, to pass all members of the Brotherhood from all parts of the country; that they understood the employes on the C., B. & Q were paid as well as those of any other road, and if that was not the fact they would be ready to consider the matter of pay, and for the rest, they were not willing to surrender the control of the road

The character of these demands is something worth considering The company is required to surrender its freedom of choice in selecting its employes, and allow the engineers and firemen on the road to have a voice in the selection By requiring that men of long service, skill and experience should have no better pay than the newest recruit on the road they removed one great stimulus to faithful service, as by the previous demand they had destroyed the safeguard for selecting only competent men The employes reserve to themselves absolute freedom in quitting the service, or terminating the contract of employment at pleasure At the same time, the provision that no man shall be discharged except by a board of four one being the man himself, another a fellow employe selected by him, and the other two fixed permanently by agreement, the company is deprived even of the right of selecting a member of the board which is to determine who shall be discharged The demand that all members of the Brotherhood shall pass over the road is important only as showing how far the sense of ownership of the road by the employes has already grown

These demands are an undisguised demand that the owners of the road shall surrender the control of the road to the employes, retaining for themselves only the name of owners and the responsibility of ownership This matter does not concern the employes and owners only The public at large is interested It is the interest of the public that there shall be no impediment in the way of selecting competent men—that there should be substantial encouragement to faithful service, and that the control of property should not be divorced from the responsibility of property

Manager Stone has said that when the demands were presented he asked if all would be insisted on, and was told that every one [illegible] that nothing less would be accepted The demands not being granted, the engineers and firemen "struck," quit work and left the road In due time notice was given that if they failed to return to work by a named time their connection with the road would cease and they could draw their final pay. Failing to return they ceased to be employes, were, therefore, strangers to the road Their former places, so abandoned, were filled with other men There is now no controversy, between the road and the men who have no connection with it The aim of strikes by other organizations and boycotts by other roads is now not to bring about an adjustment of an existing dispute, but to compel an owner of property to discharge employes whom it is satisfied with and who are satisfied with it, in order that strangers may seize the property and control it for themselves The strangest of the strange things connected with this raid on the C B & Q is the inane cowardice [illegible] concerning [illegible] which [illegible] fear of [illegible] [illegible] [illegible] employes. [illegible] —*[illegible] [Commercial] Gazette, Cincinnati, Mar[ch] 31, 1888*

Mr Powderly is again being boosted by the press because he has written another piece in opposition to strikes. But still the strikes go on just the same as if Mr Powderly had died in infancy —*Steubenville Gazette*

Nevertheless Mr Powderly is right when he tells the workingmen that strikes don't pay and that they right no wrongs as a rule The question as to whether they are justified or not is not involved in any [illegible] Mr Powderly says He simply lays down the proposition that strikes

cannot pay, and that they are ineffective as means to any good end When the working men comprehend that they will be ready to consider other means that may have the potency of better results in them —*Editorial, Nat[illegible] Cleveland Plain Dealer, April 2, 1888*

ALONG THE C. B. & Q. LINES.

THE NEW MEN

On Sunday last a number of representative citizens of Aurora accompanied the mayor and other city officials, on the invitation of Superintendent Rhodes, to the C B & Q shops, to interview the new men employed, and by conversation, judge of their general character and ability The object of the visit was to see if the general charges of incompetency, ignorance and viciousness that have been made against the new men by outsiders and, inferentially, by those who signed the petition to the Railway Commissioners were true Some of the visitors were of the number who had inadvertently signed the petition, and after talking to the new men and hearing their statements all, without exception, expressed themselves as greatly impressed with the intelligence, the appearance and ability of the men

After viewing the comfortable quarters so hastily provided Superintendent Rhodes addressed with the men who [illegible] [illegible]

[illegible] neers, explaining the tests which they had to undergo before hiring and bringing out the fact that after the first week the company ceased to advertise for firemen but secured all needed from the ranks of applicant engineers, who while otherwise competent, had not been accustomed to the Westinghouse brake of 1886 and other peculiarities used on the Burlington system In many cases therefore Burlington engines are now manned by two engineers, one acting as fireman The demonstrated, to the satisfaction of all present by documents and citations that the engines are manned by trustworthy men

On the part of the new employes in response two of the men made very sensible and good feeling remarks, presenting their case in such a light as to win the esteem of their auditors The management had promptly removed the few undesirable and dissipated and those present were anxious above all to maintain the high standing of the force

Mayor Meredith, in a few well chosen remarks, assured the men that they should be protected in their right to labor and that the peace and good character of the city should be sustained and lawlessness punished

Mr [illegible] Wade also warmly and feelingly addressed the men, stating that although he had a respect for many of the old employes, the men before him had the same inalienable right to come to this city to earn their living by the sweat of their brows as he had many years ago, when he came here a poor boy He assured them that they would find the people of Aurora hospitable and kindly He was willing to go on record in defense of the right of every workingman to labor without hindrance or molestation, and he knew that this community would not countenance any interference with them in the enjoyment of these rights.

The running record of the men has certainly been such as to sustain the company in its claim of competency Concerning that all were strangers to the road there have certainly done exceedingly well —*Editorial, Aurora, Ill., Beacon, April 4, 1888*

The disagreement between the striking engineers and firemen of the C, B & Q railroad company is no longer a contest for the success of the former, the management of the railroad having demonstrated to an absolute certainty [illegible] trains without the aid of its former employes There is no possible chance for them to regain the positions on the road they voluntarily abandoned. The conflict has now merged into a war on the business of the road, and a conspiracy to cripple and injure it in every possible manner, a movement which appears to be actuated more by a spirit of revenge and retaliation than from any hope that advantage can come to the strikers from such action Every blow at the legitimate business of the C B & Q road is also a blow at the prosperity and welfare of Aurora. It means, to the workingmen, in plain and unmistakable terms, a large number of honest mechanics and laborers thrown out of employment for no fault of their own To the business men it means financial disaster and loss. To the property owners it means a ruinous depreciation in rents and in the value of property To Aurora, as a thriving city, it means a setback of years in her prosperity, and the actual loss of hundreds of thousands of dollars The sentiments of the people of this city are emphatically and unmistakably pronounced against the continuance of this futile and senseless warfare, and many who were sympathizers with the strikers at the outset are now among the most outspoken in expressing their opinion that it should cease —*Editorial, Aurora, Ill. Beacon, April 4, 1888*

THE RELIGIOUS PRESS.

As we go to press there are indications that the switchmen will [illegible] [illegible] on the Burlington [illegible] the alleged ground that their men are endangered by incompetent engineers As a result the freight traffic on that road has been brought to a stand still Judge Dundy is expected to have decided in Nebraska that [illegible] violation of the Inter State Commerce Act for the Union Pacific to refuse to handle Burlington cars [illegible] it would be a conspiracy [illegible] for the engineers [illegible] that [illegible] refuse [illegible] [illegible] the right to [illegible] [illegible] of a particular road is denied The [illegible] editorially suggests [illegible] railroad strikes that no engineer [illegible] [illegible] should be forbidden to abandon [illegible] without, say, thirty days' notice We do not believe that railroad engineers [illegible] such a law, provided the [illegible] were made mutual, and railroad corporations [illegible] [illegible] to discharge an engineer except [illegible] notice. We should ourselves, however, doubt the wisdom of giving to the [illegible] engineers so much power as such a law would confer upon them It is morally certain that all the certificated engineers would soon belong to the Brotherhood and thus the Brotherhood would practically control [illegible] road travel of the United States We [illegible] great faith in the generally honest [illegible] of that body and are its [illegible] known, a warm friend of labor [illegible] but we should doubt the wisdom of [illegible] to vast powers over the commerce [illegible] of the community upon [illegible] [illegible]

[illegible] country They have entered into a conspiracy to destroy if they cannot control the property of others and to compel corporations to employ them on their own terms They are enemies of liberty, disturbers of the public peace, exciters to sedition Their organizations threaten our civilization, our homes, our lives No community is safe with these ramping and roaring labor societies which are organized to rule or ruin For the Supreme Court they have a supreme contempt, and for all public interests and private sufferings they have a supreme disregard We seem to have no laws for the protection of the people [illegible] —*Chi[cago]* [illegible]

Issued by Passenger Department of Chicago, Burlington & Quincy Railroad

STRIKING CONSENSUS.

CHICAGO

A QUESTION OF TASTE.

Chief Arthur informs a reporter that he "cannot understand how capable and intelligent engineers can submit to the humiliation of being guarded while at their work, by special and regular policemen."

There is something very degrading on this, no doubt, but it will occur to most people that non-locomotive engineers can afford to submit to this protection quite as well as the strik. ers and their friends can afford to abandon the responsibility for conduct which makes such protection necessary. "Capable and intelligent" engineers violate the law that is to look to it for shelter from lawlessness.—*Editorial, The Chicago Herald, April 3, 1888.*

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Some of the striking engineers complain that from the beginning the Chicago newspapers have published more news from the railroads than from the strikers. If this were true the blame would be with the strikers themselves, who found an order that none of their men should talk, not even to the extent of a question, to a reporter. The best answer to the whine is the columns of THIS INTER OCEAN. Every day there was given all the information that could be gathered from the rival camps, and every letter written to THE INTER OCEAN by the strikers or their spokesmen has been published. THE INTER OCEAN'S published policy is that the utterances of Mr. Arthur or his representative, just as it published the utterances of Mr. Hoxie, deserve as the interest demands. We said in the beginning that the strikers were in the wrong and we have then and we know now that many of them are sorry for their connection with Chicago. Burlington & Quincy road held the same opinion.—*Editorial Note, The Daily Inter Ocean, April 6, 1888.*

SHALL GOVERNMENT TAKE CONTROL OF THE RAILROADS OR NOT?

This is one of the most generally discussed and most vital questions of the day. As well it might be, as it involves the welfare of fifteen thousand and the fact the prosperity or ruin of all agricultural, manufacturing and mercantile interests of the whole country. It is decidedly opposed to the government purchasing the roads and their rolling stock and assuming the practical management of the railroads as they do in France and Germany. But we are decidedly in favor of the plan suggested by the Chicago *Tribune*, of the government taking so far control of the railroads as to compel all the employes to federal authority and supervision, limit the number of miles and the salaries which will make strikes such as the present one an impossibility.

The last possibility of one man, either acting upon his own unaided under a temporary judgment, or yielding to the pressure of a few restless, discontented and irresponsible members of a brotherhood of engineers, firemen, switchmen or conductors, can by one word or scratch of the pen stop every railroad in the country, and not only throw tens of thousands of faithful, competent and willing employes out of work, but stop all communications, traveling, and the transportation of produce and merchandise, to the detriment, loss and unutterable annoyance to the millions of their fellow-citizens is outrageous to contemplate. That people of this character have a large ought to rise en masse and demand of Congress the passage of a prohibitory law which will render strikes of railroad employes impossible.

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—*Editorial, The Champions of Freedom and Right, Chicago, March 29, 1888.*

THE COUNTRY IN GENERAL.

ARBITRATION

The labor organizations are spending on a number of railroads have led several influential papers to propose a general system of arbitration for differences between capital and labor. The argument in favor of it seems to be that it is a suitable accompaniment of all labor treaties. When the great railroad strikes occurred eleven years ago the public sentiment favored the resolution in the platforms adopted in several State conventions, and a number of arbitration laws were enacted by our State legislatures. But the idea does not seem to have grown in favor with either with capital or labor. It has been tried in a number of labor troubles without success. In many cases employers have presented an ultimatum in which they demanded the right to manage their employers' business, and upon the rejection of the demand they shut down. After that they expressed a willingness to submit their differences to arbitration. Even Mr. Chauncey M. Depew said, in an interview which will be found in another column, arbitration would do very well "unless the strikers want to get the entire management of the road, then you can't arbitrate." It is not likely that arbitration will ever succeed in this country. When employers say they cannot and will pay no more than a certain sum, and employes say they will not work for it, that should end the matter. The employers have the right to get men for lower figures if they can, and the employes have an equal right to find places at higher wages. Each party must arbitrate for himself and do all in his power to better his condition.—*Editorial, The Journal and Herald, Cleveland, April 3, 1888.*

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The spreading of the railroad strike at Chicago, Milwaukee, Kansas City and Indianapolis is the inevitable outcome of the lawless and lawless behavior of the railway officials. Instead of framing themselves on the law and declaring that they would obey and fulfill the law though the heavens should fall, they said virtually that they would not obey it until compelled to by the sheriff. When the engineers took this high-handed position that the moving of "Q" cars was a violation of neutrality, when, in fact, the movement of these cars was the legal requirement of a statute of the United States, the connecting railroads should have refused to receive them. Instead of this, they, or some of them, the Rock Island, gave its assent in writing to the "Q" officials to do the work of the strike encouragement to suppose that they would be supported. They supplied a fireman to bore down their own brakeman. They supplied for all the strikechief that has followed the Burlington strike. The only way to end the trouble is to convince now that they will obey the law and make everybody in their employ obey it. To this proposition they must come at last, and the sooner they come to it the sooner will they see the end of their troubles.—*Editorial Note, The Evening Post, N. Y., April 2, 1888.*

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Though he does not yet admit it, the return of Chief Arthur to Cleveland looks as though the strike had ended.

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The engineers' strike has reached the point of "sauve qui peut." Each road is fighting for itself. In its inception, from the conservative standpoint of the Brotherhood, the strikers had the general sympathy of the public, but as they are now forfeiting by their own acts, and when they are condemned by their own leaders, they are not far off. The involving of other roads than the Burlington, in the fight was a mistake, and shows that the fight is regretted by the more thoughtful members of the order of the brotherhood or in the Knights of Labor. The boycotting of engineers who run trains on the section which pertains to my other worker. But in the certificate of the value of the average rate of profitable employment—because it would be impossible to determine the value of the work of a continued warning against such carelessness and injury—because it would be unjust to discharge such others, as would justify a refusal to work with them—because it would be unsafe for the public as well as the welfare of the employes. Because it would know that his employment depended upon the good will of his fellow workmen. Engineers stood high for many years in the estimation of the community, and it would be the one grave, sweet idea organization which had created a respect by its methods and its management. It had displayed conservatism, and a willingness for the settlement of disputes, and its official heads had counseled peaceful strikes. The action of the engineers on the Chicago, Burlington & Quincy road, will, in my opinion, weaken the hands of the men. Any man, not working under the conditions of a year ago, or any one who will not continue to work without an increased or revised salary, will be in the danger exercised this right he must then leave to his employer the decision as to whether he be counted as one deny the proposed change. There the rights of the matter lie. The road has conceded every these two points go. The employe has no right, under the law, to force acceptance of his terms by destruction of property or violence to the employer has to try to coerce the man back to work by social ostracism or by starvation. In the case under consideration the public will not sympathize with the men in the infinity of the company to fill their places with men who will do the work. Engineers are plentiful, and in one week destroyed the public sentiment which has been built up in years. They did their utmost to destroy the business that will be only to stop the wheels upon its own road but it will not injure any other road in the country and stop them wherever found; to stop in respect of no or from Burlington on connecting lines, and finally they threatened to tie up all the railroads in the country unless they got the jungton gave in to their demands. Suppose the company had adopted similar methods and had built an impassable wall about the home of the striker, with but one narrow exit, and had declared that no man should come out and no food should go in until through said exit and starvation and finally peril the man should be forced by the turmoil at the door to sign an agreement to go to work at such rate as the corporation had dictated? How would that strike the strikers' sense of fair play? But in principle it would be following the example of coercion which they have tried to carry out, and one plan would be as justifiable as the other. Henceforth, the locomotive engineer can claim no greater consideration than that given to the other labor leagues, and for this sort of public confidence they have themselves to blame.

What is a safeguard against such railway strikes? The public, I think, is the safeguard. Labor should be done under authority of individuals, railroads and labor organizations, and to many branches of such labor. The captains of vessels are responsible to their owners for the lives of passengers and their promotion upon their retirement from the British Board of Trade—in other words, upon their licenses. The engineers upon these steamships must also hold licenses to retain their places, and so of many employes in places of responsibility and upon which the safety of life and the regularity of commerce depend. These licenses are guaranteed by fitness and character, and therefore valuable to the holder; they are held during good behavior, and their revocation by a court of examination or suspension is tantamount to a loss of employment; such revocation or suspension is only made for good and sufficient cause on proof of which the holder of the license would be very careful not to hazard his reputation and his livelihood. Such, it seems to me, is the good reason is then why the same principle of safety to life and property should not be in force as well as upon steamships? It is no answer to this to say that the public is not the former. No man's rights are imperilled when he is required to pass an examination as a condition of employment. It consists him to his scale of wages or term of service. Such a law would not be a new one. Its shorter hours as freely as he does now. It would be discrimination by membership in the brotherhood or in the Knights of Labor. The public would be protected, and the public is the question which pertains to my other worker. But in the certificate of the value of the average rate of profitable employment—because it would be impossible to determine the value of the work of a continued warning against such carelessness and injury—because it would be unjust to discharge such others, as would justify a refusal to work with them—because it would be unsafe for the public as well as the welfare of the employes. Because it would know that his employment depended upon the good will of his fellow workmen. Engineers stood high for many years in the estimation of the community, and it would be the one grave, sweet idea organization which had created a respect by its methods and its management. It had displayed conservatism, and a willingness for the settlement of disputes, and its official heads had counseled peaceful strikes. The action of the engineers on the Chicago, Burlington & Quincy road, will, in my opinion, weaken the hands of the men. Any man, not working under the conditions of a year ago, or any one who will not continue to work without an increased or revised salary, will be in the danger exercised this right he must then leave to his employer the decision as to whether he be counted as one deny the proposed change. There the rights of the matter lie. The road has conceded every these two points go. The employe has no right, under the law, to force acceptance of his terms by destruction of property or violence to the employer has to try to coerce the man back to work by social ostracism or by starvation. In the case under consideration the public will not sympathize with the men in the infinity of the company to fill their places with men who will do the work. Engineers are plentiful, and in one week destroyed the public sentiment which has been built up in years. They did their utmost to destroy the business that will be only to stop the wheels upon its own road but it will not injure any other road in the country and stop them wherever found; to stop in respect of no or from Burlington on connecting lines, and finally they threatened to tie up all the railroads in the country unless they got the jungton gave in to their demands. Suppose the company had adopted similar methods and had built an impassable wall about the home of the striker, with but one narrow exit, and had declared that no man should come out and no food should go in until through said exit and starvation and finally peril the man should be forced by the turmoil at the door to sign an agreement to go to work at such rate as the

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—*Editorial, The Washington Post, April 3, 1888.*

ALONG THE C. B. & Q. LINES.

TOO LATE

The united brotherhood of locomotive engineers and firemen, though their chairmen, have issued another letter to the public, which, in its main features, is simply a repetition of that which makes a fresh offer of arbitration. The men who make this proposal evidently have an altogether erroneous conception of the situation. They seem to imagine that they are still one of two parties to a controversy, and that if any time when they and the other party so conclude, the old relations between them can be resumed. In this they are mistaken. The situation is entirely different, and can be outlined shortly as follows:

The engineers and firemen of the Chicago, Burlington and Quincy railroad left the service of that company voluntarily, saying that they would not work for it under the rules and regulations established by said company. They gave as reasons for leaving the service that the managers of the road could not recognize the sufficient for their action. Said the managers that for quite a time had been open to work who had quit work, the opportunity to return, but it was not until the strikers positively refused to re enter their old positions that the management of the road, at great trouble and expense and as soon as possible, filled the places of the strikers with men, for the most part, who were promised in good faith that they should be retained in their positions as soon as they should perform their work and their duties faithfully. This promise, the managers have now been filled, and the management of the road considered that it had a right and found to stand by the new men, and we understand, intends to stand by them as long as they do their hazards. What is there then to arbitrate? How can arbitration be introduced into the difficulties? They are sorry to say, and it has been said in these columns time and again, we are sorry that so large a number of good and estimable men as the engineers and firemen of the C. B. & Q. road left employment by their own volition. But just because it was an act of their own choosing, they are now in the position where they must seek employment elsewhere. They had a right to quit work on the Chicago, Burlington and Quincy railroad, and the management of the road had the right, particularly after giving them the opportunity of returning to their old positions if profit by, to fill their places with new men.

The time to settle the questions at issue between the engineers and the company was before the former went out on a strike. They could properly have submitted the matter in controversy to mutual arbitrators before they abandoned their positions. Subsequent to that they would not do so. They would not even permit the president of the C. B. & Q. company to come to Chicago, before they quit work. They refused to meet the latter, as the men in the locomotives unmanned. They said, we will not consent to meet you unless you are unarmed and it was not until they saw that the road was getting along comfortably that they changed it, and they began to speak of arbitration. They employed every means in their power to close the road into compliance, by doing to their invited the exercise of equally forcible means on the part of the road. It was a fight for supremacy, fight, but it is impossible to see how it could have been settled in any other way.—*Editorial, The Burlington, Ia., Hawkeye, April 4, 1888.*

* * *

The effect of the strike on Wall street has been very peculiar Every one nearly in the habit of buying railway securities has railway securities. On the contrary, the decline has been something like what was anticipated and if the New York papers are to be taken as an index of the feeling in Wall street, things are looking better for the railroads.

There is a growing feeling in Wall street that the strikers will be the ultimate losers. The strongest organization known to the labor world, the Knights of Labor, is not going to allow the strongest railroad companies in the country, the Chicago, Burlington and Quincy, to win in a fair victory. The company forced the brotherhood of locomotive engineers to accept terms of peace and seek help from the various organizations of the Knights of Labor, who had been defied or ignored in the past by the brotherhood. Now that the company is getting along, nothing daunted by the outside elements brought into the field. Then the Chicago, Burlington and Quincy put all its resources and companies upon the defensive by appealing to the courts for the protection of its rights in transporting transportation of freight. It has been a question of time, and the time has come when corporations are concerned from the start, and it has been poorly conducted by the leaders of the locomotive engineers. The one critical error was in the attempt to tie up the railroads of the country in case the Chicago, Burlington and Quincy did not accede to their demands. This attempt was an unauthorized attempt to make manifest the force of labor unions, and as the public understands of miles removed, that railroad traffic is not stopped here as well as in the west. Then came the appeal to the courts, which placed the brotherhood in antagonism to the law, and in the meantime they had given ample opportunities to the business men of the country to make other arrangements, and to overcome the non-interrupted and steady continuance of railroad facilities. Another error of the leaders, men, who are now called in to help the engineers out, is the proposition of arbitration. It is foolish to see the engineers, who have always insisted that the men should not be organizations, but mere laborers, placed in a position where they must look to the organizations for their own defiance. Railroad men say the result of these strikes will be more disastrous to organizations than any which have gone before, for they will be aware of the officers of the companies to maintain their interests in the business in hand, and the Wall street watchers say it will give greater confidence to the property.—*Editorial, Peoria, Ill., Journal, April 5, 1888.*

* * *

FOOLISHNESS AND CONSPIRACY.

It is over a month, Feb. 27 being the exact date, since the engineers and firemen on the Burlington struck. * * *

When it began there was but one question involved in the strike and that was the compliance of the Burlington company with the Brotherhood demands. The road decided not to accede to those demands. It had as good a right to do so as the strikers had to make them. The men quit work They they had a right to do so.

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Beyond this, however, what has been done by the company was in a perfectly measure illegally. The C. B. & Q. under the law of this free country had a perfect right to have men and get to running as usual as soon as possible.

In this endeavor the company was doing a perfectly legitimate manner. The strikers saw that the strike was a failure and that they were alone, and their sympathizers, inducing other roads to refuse to handle "Q" cars and ordered all men to strike.

This is foolishness. Men who complain of hard times and other hardships, conduct themselves in that time very things they complaining, are augmented. Business was promising and industrial and farms looked for a prosperous year when a strike fever like a pestilence swept over the land and commerce was stricken. The strikers cannot complain if they suffer for principally.

It is ridiculous. The laws of the land are made for the benefit of the people and when a man or set of men say that the railroad common carriers do the public's business shall not be conducted, they are exciting a revolution, and come out defiantly and exclaim: "We are against the nation's laws."

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It is conspiracy. * * *

—*Editorial, The Evening Gazette, Monmouth, Ill., April 2, 1888.*

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A GREAT QUESTION

The attention of all thinking men is directed to a question of growing and momentous importance, and that is the question of "Strikes," who in large numbers are engaged in the same occupation, to band themselves for the mutual support and protection. To a certain extent this is all right, but when it is done in secret organizations, the original benevolent design is sometimes lost sight of, and almost only the idea of power usurps its place. The members of such a society may not know for what is best for us to do, but what can we do when the whole power rests in the hands of the tent of our power, and how far can we make it reach to effect our purposes? The moral aspect of the case is also important to be noted in men, or a million, sometimes grows intolerant and unreasonable.

Holding meetings in secret, secure from outside observation, individuals are carried away to wild ideas to accomplish their ends, and, unrestrained by the presence of those who would outvote the prudent few, and thus measures are adopted which would be fatal to the public peace and individual liberty and protection. The Knights of Labor organization is by far the best all travel and all transportation of freight, to the extent of paralyzing the whole country, and makes it a great calamity—and, to whom? Not to the corporations, but to the laboring men.

Now, is it right to base strength on the extent of the calamity, and use it as a lever to force the public to submit to the will of a few misguided men?

Is it right to be obliged to pay out four dollars each week for express on our paper, when before the strike we paid only one dollar? Surely it cost less than to costs from Chicago.

Is it right to destroy property and the attempt to suppress public expression on the subject? Is it right for a labor organization to strikes and their methods, is going a little too far? Is this a country where a few can rule a community be watched and noted? If be so, then we are not free, and liberty is a name to be boycotted? Must a man market be boycotted because it sells meat to this man or this man? Must a man be boycotted because he is not interfering with individual liberty?

Strikes are a calamity to the millions of people to reflect and consider. No man of common sense can look at the matter in any position demanding a full and fair compensation for his labor, and a reasonable share for fair and legal means. But threats and the boycott are not legal means. They are crimes, and the law gains their ends by such means. Why? Because they are dangerous to the public good, and it can not be denied that the recalcitrant spirit of labor has been encouraged by the boycott. We note the decrease in the earnings of the companies affected by strikes, and others seeking sentiments. But the strikers suffer quite as much as the roads, and more so, because they lose their losses in as general a manner. The Burlington and the Burlington railroads have very decided losses, but does any one suppose that the strikers have not more serious consequence as compared with the destitution and suffering which the voluntary loss of wages has entailed upon the strikers and their families? Strikers may succeed in hitting the terrible effects of their folly from the scrutiny of the public, but that they are always the greater sufferers in every dissension admits of no doubt.—*Editorial Note, The Railway Register, and Law, March 31, 1888.*

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Issued by Passenger Department of Chicago, Burlington & Quincy Railroad

STRIKING COMMENTS.

CHICAGO ILL APRIL 7 1888

CHICAGO.

THE GREAT STRIKE

"The Times" Gathers Public Opinion Relative Thereto in Three States

Business Men in Illinois, Iowa, and Wisconsin Discuss the Present Attitude

An Overwhelming Majority Condemn the Strike and Its Auxiliary Troubles

Of the Majority Very Few Express Themselves as in Sympathy with the Engineers

Many Think the Railroads Acted Too Hastily in Terminating Negotiations with the Men

Not a Few Warmly Advocate an Immediate Compromise of the Difficulties

With a view to ascertaining the state of public opinion in regard to the strike of the Burlington engineers and the various auxiliary strikes, THE TIMES, through the following letter, instructed its correspondents in the three States of Illinois, Iowa and Wisconsin to interview the most thoughtful and influential citizens in their respective localities.

"Ascertain as nearly as possible how far the general public sentiment supports the strikers or the companies in the pending railroad troubles. Interview] at least ten of the most thoughtful and influential citizens in and about your town—merchants, farmers, bankers, business men of any sort, but no strikers, and no railroad employes who have an interest in the matter on either side. Ascertain carefully the views of the person interviewed as to the merits of the controversy and how it should be settled—whether it should be fought out to a finish now or compromised. Be careful not to influence the person interviewed in any way. Get his views and give them and not your own in your report."

The results are given below. It will be seen that of the very large numbers of persons interviewed, including farmers and business and professional men of all kinds, an overwhelming majority condemn the strike and sustain the position taken by the Burlington company. Of the minority very few express themselves without qualification as sympathizing with the strikers and desiring their success. The most of them think that there is wrong on both sides, or that the company acted too hastily in terminating negotiations with the men before the strike, and think that there should be a compromise. The reader will perhaps be surprised to see that a large proportion of those expressing the warmest sympathy with the strikers are bankers and capitalists. This fact does not support the idea so prevalent among the labor agitators that capitalists are hostile to workingmen. A less surprising fact is the great unanimity with which the farmers condemn the strikers and declare that the company should fight the battle to the bitter end, and thus settle the question, once for all, whether the owners of property or their employes shall control it, and whether the public is to be made to suffer from the periodical interruption of quasi public business by railroad employes. Farmers, as a class, are at once self reliant and law abiding, and have little patience with strikers and their peculiar methods. The expression from the farmers which will be found below will perhaps convince the labor agitators and strike commanders that they cannot expect much aid and encouragement from the most numerous and intelligent class of manual laborers in the country in the pursuit of their present contest.—*News Column, The Times, Chicago, March 7, 1888.*

The Times has referred [illegible] includes interviews with nearly four thousand people. The following are a few samples showing the tenor of those favoring the company's position in the great strike.

J. P. Adams, secretary and treasurer Sandwich Manufacturing company, says he is in full sympathy with the company and thinks if any grievances existed they were not of such a nature as to necessitate a general strike; the demand of the men for an equal rating was not expedient and would not give satisfaction; is with the railroad company, believing it to be right.

William Radilley, secretary of the Sandwich Enterprise company, considers the strike an outrage upon the people; the cause was not sufficient for a strike; sympathies are with the railroad company; hopes that it will demonstrate that it is able to conduct its own business as it may see proper.

Hon. W. W. Sedgwick, banker, does not think there was cause to justify the strike. The company should control its business and property; does not sympathize with the company nor with the strikers but with the people at large who are the real sufferers by the strike; the strike must be put down and, if necessary, with the aid of the military.

William Ashton, farmer, thinks the strikers are beaten and should give up the fight without any further trouble; it is too much like anarchy.

Thomas Evans, farmer, says would suffer any inconvenience rather than see the company yield; would be very detrimental to the prosperity of the country if the brotherhood won; it is very injudicious for labor to antagonize capital; it is the duty of every careful, thinking citizen and especially the Chicago, Burlington and Quincy company, to stand out against this strike in every way possible; the strike is slightly tinctured with principles of anarchy.

John A. Lutz, dry goods, say the strike was a great mistake on the part of the strikers; corporations, as individuals, can succeed only by managing their own affairs; sees no other alternative than to fight it out.

David Hummell, hardware merchant, says the engineers and firemen were not justified in going out; would run the road as best he could until he could do better; favors strong legislation and punishment of individuals ordering strikes, or interfering with others in the performance of their duty; all have a perfect right to quit work, but no right to prevent others performing service, and thereby interfering with the commerce of the country.

Henry Tubbs, banker, sympathizes always with the laboring class, but in this strike believes the people as well as the railroad company have a right to know who is to manage the affairs of the company—the men who have invested their capital or the employes, who have nothing invested except their labor.

R. S. Russell, publisher of the *Leader*, thinks the way the matter now stands the "Q" should fight it out to a finish; no business can be run successfully unless the men at the head of it control it.

J. C. Berry, dealer in hides, poultry, etc., thinks it would be decidedly wrong for the company to make any compromise now and discharge the men who came to help them out of trouble, in order to make room again for the very men who have been the cause of all the trouble.

Charles W. Sammis, superintendent of the county poor farm, says if the company cannot take care of its own business how could it be controlled otherwise? If [illegible] the [illegible] successful he expects the fifty [illegible]

[illegible]

Washington [illegible] the railroad company, the [illegible] in fact better than any other class of men. Railroads, as well as individuals, have a right to manage their own business.

Daniel B. Hayte, retired farmer and capitalist, thinks the strikers had no right to complain of the wages they have been receiving; hopes that every railroad will fight them, on the principle that the employer adjusts the wages, while the employe is at liberty either to accept or reject them; does not believe any men in combination of men have a right to unsettle the business of the country as these strikers have.

Capt. John Dysart, miller and grain dealer, thinks the companies are not doing right in not co operating and handling each other's goods; thinks the only way the strike can be definitely settled is for the companies to hold out and bring the men to terms; if they should yield they would be at the mercy of the strikers hereafter and never safe from another strike.

John Clark, farmer, thinks the engineers are wrong; they have no cause to strike; they are making more money without a dollar of capital invested than I can on a capital of $40,000, and they do not work as hard; the "Q" company ought not to compromise.

Robert Moir, banker, has no sympathy with the strikers; thinks railroad company should fight the case to a successful end regardless of present loss; is willing to suffer any inconvenience until the company may be able to win in its present fight.

Levi Rhodes, manufacturer, says the strike is unjustifiable; it would not be right to give a man advanced from fireman to a run on a short road the same pay as an experienced engineer on a responsible run; if the men get the idea they can run the road there would never be any peace; he thinks the railroad will never compromise.

George E. King, cashier Second National Bank, said he did not think the strike was a wise one for the men; if a general tie up resulted it would be disastrous to business; as long as men differ in capacity there will be variation in wages.

Solomon Stahl & Son, commission merchants, stand by the company, and would like to invest in "Q" stock today; have suffered losses by the strike; are willing to bear further losses to see the company win.

STRIKERS BITTERLY DENOUNCED

A Boston Preacher's Sermon on the Burlington Road Troubles

BOSTON, Mass., April 6.—[Special.]—The Rev. Dr. C. A. Barton, the individualistic pastor of the West Church, always takes fast day as a time to preach a political sermon. His discourses on these occasions are sharp, incisive criticisms of National affairs. His sermon yesterday received its point from the Chicago strike, and set forth the lessons contained in such movements. His text was "Possessed with Devils Exceeding Fierce." He admitted the right of men to strike if they suffer wrong at the hands of their employers. But he designated as highwaymen those who forsake the lawful ways of subsisting. Said he of the railway hands in Chicago:

"What else do those employes assume or attempt to do who undertake to run a railroad themselves, or declare it shall not be run at all, and that the whole connection of roads over half a continent shall be broken or suspended—struck, indeed, with palsy, not allowed to stir a branch or limb till some local dispute is arranged? Could the men on the shores of Siberia, with all their howling for blood, do a tithe of the damage which we see? All the highwaymen that history or romance tells of in the suburbs of London in the days of stage coaches could not accomplish such mischief."

Referring to the leaders, he said: "The chiefs in this double business of assault and intimidation, this twofold felony on rich and poor, plead that deeds of violence are not in their program and that murder has no authority from them. Verily, verily, how innocent and clean! But if they set in motion the forces of which these things are the inevitable result, if they lay the light to the fuse of this destructive explosion then they are as guilty as was the man in Chicago who threw the bomb among the police and ran away, leaving his companions to bear the consequences. Indeed the leader of the United Brotherhood was reported as absent and having an alibi when the illicit upshot of his bad counsels or weak concessions arrived. So I have seen boys who have kindled a fire in the woods run and scatter when it got so beyond their control they could not put it out, leaving the whole forest to burn."—*News Column, Inter Ocean, April 7, 1888.*

THE OTHER SIDE.

CHICAGO, Ill., April 6.—*To the Editor*:—I have taken a deep interest in the discussion of the points at issue between the Chicago, Burlington and Quincy Railroad Company and the striking firemen and engineers. I have large business interests connected with their freight department and have a small interest as stockholder. I have also read the articles written by Dr. Henson and could not but wonder that a man so full of wisdom and good sense could take so one sided a view of this matter as he has, as it seems to me. The Brotherhood of Engineers is probably as intelligent and honorable a body of associated workmen as exists in this or any other country. They have until now succeeded in obtaining everything they asked of their employers. They knew their power. They could stop every wheel on any line of railroad in this country. The managers of railroads also realized this, and dared not refuse them anything they asked. When asked to pay the same wages to an engineer who ran a two car passenger train on a small branch railroad, where but two or three trains were run per day, as was paid for running a lightning express mail train on a main line, where fifty to one hundred trains per day were run, they acceded to the demand, not because it was just, but because it was the least of two evils. They knew the power behind that demand; they could not afford to have their business stopped, and they consented to pay all alike—the man of limited, with the man of great, experience and capacity. They consented to remove from their employes the incentive to excel in their vocation and pay all alike. Is that the way clergymen and lawyers are paid? Would Dr. Henson, who can instruct an audience, limited only to the capacity of his voice to reach, be satisfied with the salary of a dull country preacher who weekly puts his audiences of fifty to one hundred listeners asleep? It is said, Why not arbitrate? The Chicago, Burlington and Quincy were willing to arbitrate any question that should be arbitrated, but the question of paying all alike without reference to qualifications, and arranging with other railroads to issue passes to the families of firemen they would not arbitrate. The fact that the Brotherhood of Engineers should make such demands demonstrates the danger of placing unlimited power in the hands of any man or body of men, however well meaning. It demonstrates the danger of organization where reason and conscience are smothered, and the world [illegible] who prefer [illegible] individual judgments of what is best for themselves and families.

[illegible]

N. H. W.

[illegible], 1888.

THE COUNTRY IN GENERAL.

RESPONSIBILITY OF RAILROAD MEN

It is about time a vigorous effort was made in the Northwest to enforce the law which requires all railroads engaged in Inter State commerce to receive, transport and deliver all freight that is consigned to them. The law itself is perfectly clear, and it holds responsible not only the officers of the corporations, but their employes of every class. It applies just as clearly to men who drive engines or set switches as to the officers and managers of the roads, and these men can be punished for refusing to obey the law. Not only that, but if they combine as employes of railroad corporations or outside of their service to prevent the execution of the law's requirements, they become guilty of a conspiracy to commit an offense against the United States and are subject to still severer penalties. A few cases of the rigorous enforcement of the law against these offenders would teach railroad workmen that they have responsibilities under the law as well as their employers. The interruption of traffic which now exists at Chicago and other points is simply intolerable and in direct defiance of the authority of the laws of the United States, which were intended to prevent such a state of things.

The Inter-State Commerce act distinctly requires every common carrier subject to its provisions to afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for receiving, forwarding and delivering property and passengers to and from their several lines and those connecting therewith without discrimination. The application of this requirement of the law to the case of the railroads connecting with the lines of the Chicago, Burlington & Quincy has been clearly recognized by the three United States Judges before whom the question has been raised—Judge GRESHAM at Chicago, Judge DUNDY at Omaha, and Judge LOVE of the District Court in Iowa. Judge LOVE distinctly says that the apprehension or belief that the employes of a company will leave its service if it performs its duty as required by law affords no excuse for neglecting or refusing to perform it. One or two companies, notably the Rock Island, which is largely a competitor of the Chicago, Burlington and Quincy, and has been profiting by its troubles, have taken the responsibility openly of violating the law. This is an extremely short sighted policy from the point of view of self interest, but aside from that it is a defiance of law with which the courts should make short work.

But the greater part of the interruption of traffic is due to the engineers, firemen and switchmen of railroads which connect with the Burlington lines, who have refused to perform their duties in handling the cars and trains of that line. Such refusal is a violation of the Inter-State commerce law, for it says in its tenth section that any corporation or officer or agent thereof, "or person acting for or employed by such corporation," who alone or with any other person or party shall do or cause to be done anything prohibited or declared to be unlawful by the act or shall aid or abet therein, or shall omit or fail to do anything required to be done or aid or abet any such omission or failure or shall be guilty of any infraction of the act, shall be deemed guilty of a misdemeanor and subject to a fine of not more than five thousand dollars for each offense. Judge DUNDY, in his Omaha decision, distinctly declares that this applies to all the employes and servants of a railroad company. He goes further and says that any combination of the officers, agents, employes or servants of any company, or any other persons, to violate the requirements of the Inter-State Commerce act is a conspiracy to commit an offense against the United States under Section 5,440 of the Revised Statutes, for which the penalty is a fine of not more than $10,000 or imprisonment for not more than two years or both.

It is not denied that any employe of a railroad company is at liberty to leave its service at any time and cannot be compelled to remain in it. But scores of offenses against the law have already been committed by men in the employ of the companies. Moreover, a strike, the avowed purpose of which is to prevent the handling of the freight of one railroad by another which is by law bound to handle it, is conclusive evidence of a combination to prevent the execution of the Inter-State Commerce act. That such a combination exists is not only patent to everybody, but it is avowed and proclaimed. Besides that, there are offenses of violence, of interference with personal rights and with property without number, which can be dealt with by law. It is time the dignity of the law and of public authority was vindicated by some energetic action on the part of those vested with responsibility. It should be determined once for all whether a body of railroad workmen can openly violate the law, defy the authorities to enforce it, and exercise an arbitrary control over the public function of railroad transportation in a large section of the country which would not for a moment be permitted to any combination of capital or to any public authority.—*Editorial, The New York Times, April 4, 1888.*

AN EXAMPLE NEEDED.

It is certainly to be hoped that the railroads which are using the Burlington strike in Chicago as a means of enhancing their own business, and for that purpose are refusing to perform the duties enjoined by their charters, will in the end be taught a severe lesson.

* * * *

The other railroads, which are trying to shirk out of taking Burlington freight so as to avoid trouble, gave a sufficiently pitiable example of corporate cowardice. But the companies which take the same position and refuse to perform their legal obligations, because they can make money by the increased traffic on their lines, which compete with the boycotted road, are assuming the attitude of public enemies. An excuse of some sort or another can be found for all the other parties, but this policy of defying the law in order to make money out of the misfortunes of competitors calls for severe treatment.

Intelligent workingmen, who remember that to let railroad corporations depart from their charter obligations of impartiality means the establishment of the worst monopolies, will see how impossible it is to assent to the idea of letting them do it on the order of labor organization. If that violation, by corporations at Chicago, to satisfy selfish motives, is not punished, the era of government by law is nearly closed. There should be one or two big charters forfeited, if there is any truth at all in the reports which come from Chicago.—*Editorial, The Pittsburgh Dispatch, April 4, 1888.*

The striking railroad engineers may have [illegible] grievances [illegible] wages [illegible]

[illegible]

[illegible], 1888.

THE CRISIS AT CHICAGO

The Burlington strike apparently is entering on the stage where violence will have to be met by violence, when those who stir up the new engineers in the cars of labor and knock down their rivals with coupling pins to prevent the liberty of American men must not expect a return in kind. Most strikes, if great bodies of men banded together by the most intense organization, begin with every promise of being carried on without violence. The mass of the strikers sincerely desire that all disputes shall be settled amicably. They do not want to throw stones at, or personally maltreat their employers. But there is often a malignant minority who do want to inflict physical injuries on those who succeed them and will throw a missile at an employe if there is an opportunity to do so and slink back undetected into the crowd. Such people involve the more moderate men in acts which the latter disapprove. A violent minority often succeeds in silencing the well meaning majority. Present indications are that the party of violence is beginning to give direction to the strike, and must meet it into collision with the officers of the law. It is the duty of these officers to protect from molestation all good citizens in the peace of the Commonwealth. A man who works for pay which, however unsatisfactory to another, is satisfactory to him, is entitled to just such protection so long as he keeps the peace himself. One of the rights of an American is to work for whom he pleases, and at what rate of pay pleases him, free from all interference. That the conservative members of the Brotherhood see the present tendency of the strike and are trying to avert further trouble, is made manifest by to-day's despatches.

The suggestion is made by a leading Wall street specialist on finance, whose article we reproduce on page six to-day, that locomotive engineers, like steamboat engineers, should be required to take out licenses, and should not be allowed to follow their calling until they have complied with that requirement. The license could be annulled in the event of gross carelessness or misconduct on the part of its possessor. The effect of such a law would be, it is held, to steady the entire body of engineers by making them conscious that their occupation depended on their skill and good behavior. Of course licenses would not be cancelled because the holders took part in strikes, so long as they did not commit acts of violence. But deeds of violence might be made sufficient cause of cancellation, and the knowledge of this might deter those who are withheld by no other consideration from committing violations of the law.—*Editorial, The Boston Evening Transcript, April 5, 1888.*

BROTHERHOOD ENGINEERS OFF THE TRACK

This is not a good country for compulsion. The idea that men can be compelled to work is an erroneous one, except they be prisoners, and even then they might refuse. The talk about forcing the Brotherhood of Locomotive Engineers to work by order of the court is not good talk. Every man now at labor in this country has the right to quit work and go fishing. There is no law to compel us to think a think, write a line, set a type, print a paper, black our boots, or dig potatoes for another man.

Nor is there any law that can prevent our working for whoever we are willing to work for, and at such prices as we two may agree upon.

Whoever comes up and declares that we shall not employ a person obnoxious to the objector, whoever would deter us from laboring for another; whoever interferes in any way to the detriment of business or the rights of the public with a man or a corporation for hiring or for discharging help, or for helping other men or corporations, puts himself in rebellion against the private rights and the public weal of the country.

The Legislature can declare that all days are holidays, but that does not in the least affect our right to employ or to labor. It has no right to step in and oppose, threaten, or disturb a contract made between us and a bank as to time of collection and payment. No power to enforce a whole or a half holiday mandate.

No more has one railroad corporation any right to dictate to another as to whom it shall employ or for whom it shall carry freight. It is the duty of a railroad to carry all freight, no matter by whom offered, and when the Brotherhood of Engineers seek by their organization or by themselves to prevent other roads continuing the transportation of freight offered by it, they stand in the attitude of enemies to public rights and interferers with the belongings of the general public.

Every engineer has the right to leave his cab and straddle a fence, but no right to prevent another from taking his place. The right to refuse business to any church, saloon, railroad or undertaker, but no right to prevent others from patronizing whom they will.

Railroads are public highways, and are for the public to use. The corporations operating them are for the public, or such of the public as desire to use them.

To obstruct a public highway is an offense, to clear it is the duty of the law. To keep it clear is within the power of the government, even if it shall be necessary to arrest or kill those who do not *move on* at the word of command. So it is that whoever carries his grievance beyond himself in his demand for what he wants, and who dictates to a railroad as to who it shall transport or carry far, is outside the pale of law and in an attitude of enmity to the public, as he would were he to say that a man might ride along a public road in a wagon alone, but he should not ride that way if his wagon carried two persons.

For years politicians in this country have been sowing trouble-seed. They and many of the press have been educating the people to *interfere with the rights of others*. In the great rush for votes, private rights and public decency have wandered far away from, till the country has need for men who will help to educate people aright rather than create opposing wheels to work within wheels, not for harmony, but to set everything running in opposite directions, and to the production of discord and the breeding of anarchy and contempt for the rights of others.

We trust that the Brotherhood of Locomotive Engineers will not consider [illegible] cars [illegible] country [illegible] refuse to haul cars [illegible]. They have a right to so refuse, but no right to prevent any one else taking their places, even if they really believe their organization to be greater than the people and the Government of the United States.—*[illegible], Untrammeled Thought, New York, April, 1888.*

PROPHETIC WORDS

Fourteen years ago Charles Wilson, now of Danville, then just retired from head of the Brotherhood of Locomotive Engineers, said [illegible] which [illegible] formation of [illegible]

[illegible] placed in [illegible] harmonize [illegible] all classes of [illegible] should be [illegible] long as they [illegible]

[illegible] to support [illegible] sympathy for [illegible] dispose [illegible] and conduct [illegible] circumstances should they [illegible] friends or support, and if they do not receive wages sufficient to support themselves and families in ordinary times, they will not lack for advocates to assist them in obtaining a fair recompense for their labors, but while many workingmen spend more money for rum and tobacco than they do for bread they must expect to see hard times and not receive much sympathy from men that have a disposition and abundant means to assist them. What is now wanted is fair open work, such as men in all positions of life can advocate, then the railroad director or president need not withdraw from a society he joined when he was an engineer.

I believe it is possible to have a society that will promote the highest interest of engineers and at the same time retain as members men holding the highest positions on our railroads. All that was needed to make such a society out of our Brotherhood was to print the detail of our strike rules in our constitution, and then pledge ourselves to use our utmost exertions to supply engineers to fill the places of men that quit in a strike contrary to the rules of the Brotherhood. This, with the additional qualification for membership of total abstinence from all that can intoxicate would have made the Brotherhood the model society of the times. No society can survive if they sustain the acts of an illegal and riotous strike.

Before the strike the Brotherhood received the cordial support of thousands of the best men in Canada and the United States. The press, with a few unimportant exceptions, gave us their hearty co-operation and I have no doubt but what we should have been fully sustained in any conflict that would have arisen under our rules. There seemed to be an abiding faith in the ability of the Brotherhood to faithfully carry out all their rules and promises and to build up for themselves a name that would be honored until the end of time.

But now all is changed. A number of subdivisions, with a large number of members, have entirely disregarded the most sacred rules of the Brotherhood and all their protestations made to their friends since they were first organized. They have forfeited every claim to the confidence of everybody by entirely ignoring all their previous promises and they now assume a suspicious attitude by instituting a secret policy that will surely prove ruinous to the best interests of all concerned.

I am aware that there are a large number of divisions that do not approve of the strike, or of any change in the policy of the organization. To my mind there is only one way that a division or member can save their honor, and that is to withdraw from the demoralized Brotherhood and organize a new society, that will have for its guide, first and last, justice and honor.—*St. Johnsbury, Vt., Republican, March 27, 1888.*

ALONG THE C. B. & Q. LINES.

THE STRIKE SITUATION

The managers of some of the railroads reaching Chicago are realizing what a wretched mistake they made when they surrendered to the strike commanders and promised to violate the law of the land in order to escape the wrath of an irresponsible organization. They now see that this course, in addition to being unlawful, was a piece of inexcusable folly, and that it has at last brought them to the point when they must either surrender the control of their property and business or fight the matter as the Burlington has done, to the finish. There is not a particle of doubt that, had they taken the position promptly that the law must be obeyed, come what might, the issue would have been settled three weeks ago, and settled as it is sure to be settled now.

THE GAZETTE then pointed out that the roads that were assisting the strikers by agreeing to violate the law were not even purchasing immunity—that their "neutrality" would not protect them a moment against the vengeance of the brotherhoods. Nor did it.

The St. Paul road was next to the Rock Island in its zeal to curry the favor and the applause of the brotherhood. It persistently refused to obey the law in regard to Burlington freight. And yet without any warning and without any excuse it was deserted by its switch engineers, firemen, yardmen, and a large portion of its road engineers and its great Chicago traffic paralyzed. Not only this, but it also finds that the strikers and their brethren everywhere are going to call for the same kind of a boycott on its business as it helped to enforce against the Burlington road. As to the Rock Island, the most notorious of the boycotting roads, all accounts agree that emboldened by the course of their officials the men will strike at a wink. Knowing this the Rock Island management has again agreed to defy the law rather than defy the brotherhoods. Other roads have the idea that their duty is obedience to the law rather than obedience to strike organizations, and on that line they propose to act.

That labor has its wrongs no one questions, but that it itself commits many wrongs is equally true. For instance, what could be more reckless and unjustifiable than to tie up great railroad systems and paralyze the business [illegible] sections of the country because [illegible] the [illegible] of the [illegible] strike [illegible]

[illegible], 1888.

It [illegible] that the strikers [illegible] get [illegible] without the help of the strikers. The [illegible] is fast losing their friends and [illegible] out [illegible] see the fight to a finish and have it demonstrated whether the property selected [illegible] are to manage its affairs [illegible] the employes [illegible]

[illegible], 1888.

Issued by Passenger Department of Chicago, Burlington & Quincy Railroad

STRIKING COMMENTS.

CHICAGO ILL, APRIL 7 1888

CHICAGO.

THE GREAT STRIKE

"The Times" Gathers Public Opinion Relative Thereto in Three States

Business Men in Illinois, Iowa, and Wisconsin Discuss the Present Attitude

An Overwhelming Majority Condemn the Strike and Its Auxiliary Troubles

Of the Majority Very Few Express Themselves as in Sympathy with the Engineers

Many Think the Railroads Acted Too Hastily in Terminating Negotiations with the Men

Not a Few Warmly Advocate an Immediate Compromise of the Difficulties

With a view to ascertaining the state of public opinion in regard to the strike of the Burlington engineers and the various auxiliary strikes THE TIMES, through the following letter, instructed its correspondents in the three States of Illinois, Iowa and Wisconsin to interview the most thoughtful and influential citizens in their respective localities

"Ascertain as nearly as possible how far the general public sentiment supports the strikers or the companies in the pending railroad troubles Interview at least ten of the most thoughtful and influential citizens in and about your town—merchants, farmers bankers, business men of any sort, but no strikers, and no railroad employes who have an interest in the matter on either side Ascertain carefully the views of the person interviewed as to the merits of the controversy and how it should be settled—whether it should be fought out to a finish now or compromised Be careful not to influence the person interviewed in any way Get his views and give them and not your own in your report

The results are given below It will be seen that of the very large numbers of persons interviewed, including farmers and business and professional men of all kinds, an overwhelming majority condemn the strike and sustain the position taken by the Burlington company Of the minority very few express themselves without qualification as sympathizing with the strikers and desiring their success The most of them think that there is wrong on both sides or that the company acted too hastily in terminating negotiations with the men before the strike, and think that there should be a compromise The reader will perhaps be surprised to see that a large proportion of those expressing the warmest sympathy with the strikers are bankers and capitalists This fact does not support the idea so prevalent among the labor agitators that capitalists are hostile to workingmen A less surprising fact is the great unanimity with which the farmers condemn the strikers and declare that the company should fight the battle to the bitter end, and thus settle the question, once for all, whether the owners of property or their employes shall control it, and whether the public is to be made to suffer from the periodical interruption of quasi public business by railroad employes Farmers, as a class, are at once self reliant and law abiding, and have little patience with strikers and their peculiar methods The expression from the farmers which will be found below will perhaps convince the labor agitators and strike commanders that they cannot expect much aid and encouragement from the most numerous and intelligent class of manual laborers in the country in the pursuit of their present contest —*News Column, The Times, Chicago, March 7, 1888*

The Times list referred to above, includes interviews with nearly four thousand people The following are a few samples showing the tenor of those favoring the company' position in the great strike

J. P Adams, secretary and treasurer Sandwich Manufacturing company, says he is in full sympathy with the company, and thinks if any grievances existed they were not of such a nature as to necessitate a general strike, the demand of the men for an equal rating was not expedient and would not give satisfaction; is with the railroad company, believing it to be right

William Radley, secretary of the Sandwich Enterprise company, considers the strike an outrage upon the people, the cause was not sufficient for a strike, sympathies are with the railroad company, hopes that it will demonstrate that it is able to conduct its own business as it may see proper

Hon W W. Sedgwick, banker, does not think there was cause to justify the strike The company should control its business and property; does not sympathize with the company nor with the strikers but with the people at large who are the real sufferers by the strike, the strike must be put down, and, if necessary, with the aid of the military

William Ashton, farmer, thinks the strikers are beaten and should give up the fight without any further trouble, it is too much like anarchy

Thomas Evans, farmer, says would suffer any inconvenience rather than see the company yield, would be very detrimental to the prosperity of the country if the brotherhood won, it is very injudicious for labor to antagonize capital, it is the duty of every careful, thinking citizen and especially the Chicago, Burlington and Quincy company, to stand out against this strike in every way possible, the strike is slightly tinctured with principles of anarchy

John A Lutz, dry goods, say the strike was a great mistake on the part of the strikers, corporations, as individuals, can succeed only by managing their own affairs sees no other alternative than to fight it out

David Hummell, hardware merchant, says the engineers and firemen were not justified in going out, would run the road as best he could until he could do better; favors strong legislation and punishment of individuals ordering strikes, or interfering with others in the performance of their duty; all have a perfect right to quit work, but no right to prevent others performing service, and thereby interfering with the commerce of the country

Henry Fubbs, banker, sympathizes always with the laboring class, but in this strike believes the people as well as the railroad company have a right to know who is to manage the affairs of the company—the men who have invested their capital or the employes, who have nothing invested except their labor

R S Russell, publisher of the *Leader*, thinks the way the matter now stands the "Q" should fight it out to a finish, no business can be run successfully unless the men at the head of it control it

J C Berry, dealer in hides, poultry etc, thinks it would be decidedly wrong for the company to make any compromise now and discharge the men who came to help them out of trouble, in order to make room again for the very men who have been the cause of all the trouble

Charles W Sammis, superintendent of the county poor farm, says if the company cannot take care of its own business how could it be controlled otherwise? If the strike proves successful he expects the fifty inmates of the alms house will enter into open revolt against high county, demand more grub, less hours, and better fishing tackle, the company [illegible] employe [illegible] satisfactory, but the principle [illegible] engineers [illegible] right principle will prevail

Wesley [illegible] ist, says the [illegible] the interest company [illegible] excuse for their action, as they were well paid —in fact, better than any other class of men Railroads, as well as individuals, have a right to manage their own business

Daniel B Elnyre, retired farmer and capitalist, thinks the strikers had no right to complain of the wages they have been receiving hopes that every railroad will fight them, on the principle that the employer adjusts the wages, while the employe is at liberty either to accept or reject them, does not believe any men or combination of men have a right to unsettle the business of the country as these strikers have

Capt John Dysart, miller and grain dealer, thinks the companies are not doing right in not co operating and handling each other's goods, thinks the only way the strike can be definitely settled is for the companies to hold out and bring the men to terms, if they should yield they would be at the mercy of the strikers hereafter and never safe from another strike

John Clark, farmer, thinks the engineers are wrong, they have no cause to strike, they are making more money without a dollar of capital invested than I can on a capital of $40,000, and they do not work as hard, the "Q" company ought not to compromise.

Robert Moir, banker, has no sympathy with the strikers, thinks railroad company should fight the case to a successful end regardless of present loss, is willing to suffer any inconvenience until the company may be able to win in its present fight

Levi Rhodes, manufacturer, says the strike is unjustifiable, it would not be right to give a man advanced from fireman to a run on a short road the same pay as an experienced engineer on a responsible run, if the men get the idea they can run the road there would never be any peace, he thinks the railroad will never compromise.

George E King, cashier Second National Bank, said he did not think the strike was a wise one for the men, if a general tie up resulted it would be disastrous to business, as long as men differ in capacity there will be variation in wages.

Solomon Stahl & Son, commission merchants, stand by the company, and would like to invest in "Q" stock today, have suffered losses by the strike, are willing to bear further losses to see the company win.

STRIKERS BITTERLY DENOUNCED

A Boston Preacher's Sermon on the Burlington Road Troubles.

BOSTON, Mass, April 6 —[Special]—The Rev Dr C A Barton, the individualistic pastor of the West Church, always takes fast day as a time to preach a political sermon His discourses on these occasions are sharp, incisive criticisms of National affairs His sermon yesterday received its point from the Chicago strike, and set forth the lessons contained in such movements His text was "Possessed with Devils Exceeding Fierce" He admitted the right of men to strike if they suffer wrong at the hands of their employers But he designated as highwaymen those who forsake the lawful ways of subsisting Said he of the railway hands in Chicago

"What else do those employes assume or attempt to do who undertake to run a railroad themselves, or declare it shall not be run at all, and that the whole connection of roads over half a continent shall be broken or suspended —struck, indeed, with palsy, not allowed to stir a branch or limb till some local dispute is arranged? Could the men on the shores of Siberia, with all their howling for blood, do a tithe of the damage which we see? All the highwaymen that history or romance tells of in the suburbs of London in the days of stage coaches could not accomplish such mischief"

Referring to the leaders, he said "The chiefs in this double business of assault and intimidation, this twofold felony on rich and poor, plead that deeds of violence are not in their program and that murder has no authority from them Verily, verily, how innocent and clean! But if they set in motion the forces of which these things are the inevitable result, if they lay the light to the fuse of this destructive explosion, then they are as guilty as was the man in Chicago who threw the bomb among the police and ran away, leaving his companions to bear the consequences Indeed, the leader of the United Brotherhood was reported as absent and having an alibi when the illicit upshot of his bad counsels or weak concessions arrived So I have seen boys who have kindled a fire in the woods run and scatter when it got so beyond their control they could not put it out, leaving the whole forest to burn"—*News column, The Chicago Tribune, April 7, 1888*

THE OTHER SIDE

CHICAGO, Ill, April 6 —*To the Editor* —I have taken a deep interest in the discussion of the points at issue between the Chicago, Burlington and Quincy Railroad Company and the striking firemen and engineers I have large business interests connected with their freight department and have a small interest as stockholder I have also read the articles written by Dr Henson and could not but wonder that a man so full of wisdom and good sense could take so one sided a view of this matter as he has, as it seems to me The Brotherhood of Engineers is probably as intelligent and honorable a body of associated workmen as exists in this or any other country They have until now succeeded in obtaining everything they asked of their employers They knew their power. They could stop every wheel on any line of railroad in this country The managers of railroads also realized this, and dared not refuse them any thing they asked When asked to pay the same wages to an engineer who ran a two car passenger train on a small branch railroad, where but two or three trains were run per day, as was paid for running a lightning express mail train on a main line, where fifty to one hundred trains per day were run, they acceded to the demand, not because it was just, but because it was the least of two evils They knew the power behind that demand; they could not afford to have their business stopped, and they consented to pay all alike—the man of limited, with the man of great, experience and capacity They consented to remove from their employes the incentive to excel in their vocation and pay all alike Is that the way clergymen and lawyers are paid? Would Dr Henson, who can instruct an audience, limited only to the capacity of his voice to reach, be satisfied with the salary of a dull country preacher who weekly puts his audiences of fifty to one hundred listeners asleep It is said, Why not arbitrate? The Chicago, Burlington and Quincy were willing to arbitrate any question that should be arbitrated but the question of paying all alike without reference to qualifications, and arranging with other railroads to issue passes to the families of firemen they would not arbitrate The fact that the Brotherhood of Engineers should make such demands demonstrates the danger of placing unlimited power in the hands of any man or body of men, however well meaning It demonstrates the danger of organizations where reason and conscience are smothered, and the word "scab" brings in even those who prefer to exercise their individual judgments of what is best for themselves and families

The fact that [illegible] asked [illegible] all they could [illegible] should make [illegible] thank [illegible] the C, B & Q had the [illegible] to make it.

The reported declaration of Arthur that the C, B & Q will have to come to our terms, and the persistent and successful efforts of the railroad company to run their trains as heretofore shows the nature of the conflict just ended. Other points I would like to discuss, but have already taken too much space

N H W

Correspondent The Daily Inter Ocean, Chicago, April 7, 1888

THE COUNTRY IN GENERAL.

RESPONSIBILITY OF RAILROAD MEN

It is about time a vigorous effort was made in the Northwest to enforce the law which requires all railroads engaged in Inter State commerce to receive transport and deliver all freight that is consigned to them The law itself is perfectly clear, and it holds responsible not only the officers of the corporations, but their employes of every class It applies just as clearly to men who drive engines or set switches as to the officers and managers of the roads, and these men can be punished for refusing to obey the law Not only that, but if they combine as employes of railroad corporations outside of their service to prevent the execution of the law's requirements, they become guilty of a conspiracy to commit an offense against the United States, and are subject to still severer penalties A few cases of the rigorous enforcement of the law against these offenders would teach railroad workmen that they have responsibilities under the law as well as their employers The interruption of traffic which now exists at Chicago and other points is simply intolerable and in direct defiance of the authority of the laws of the United States, which were intended to prevent such a state of things

The Inter State Commerce act distinctly requires every common carrier subject to its provisions to afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for receiving, forwarding and delivering property and passengers to and from their several lines and those connecting therewith without discrimination The application of this requirement of the law to the case of the railroads connecting with the lines of the Chicago, Burlington & Quincy has been clearly recognized by the three United States Judges before whom the question has been raised—Judge GRESHAM at Chicago, Judge DUNDY at Omaha, and Judge LOVE of the District Court in Iowa. Judge LOVE distinctly says that the apprehension or belief that the employes of a company will leave its service if it performs its duty as required by law affords no excuse for neglecting or refusing to perform it One or two companies, notably the Rock Island, which is largely a competitor of the Chicago, Burlington and Quincy, and has been profiting by its troubles, have taken the responsibility openly of violating the law This is an extremely short sighted policy from the point of view of self interest, but aside from that it is a defiance of law with which the courts should make short work.

But the greater part of the interruption of traffic is due to the engineers, firemen and switchmen of railroads which connect with the Burlington lines, who have refused to perform their duties in handling the cars and trains of that line Such refusal is a violation of the Inter State commerce law, for it says in its tenth section that any corporation or officer or agent thereof, "or person acting for or employed by such corporation," who alone or with any other person or party shall do or cause to be done anything prohibited or declared to be unlawful by the act, or shall aid or abet therein, or shall omit or fail to do anything required to be done, or aid or abet any such omission or failure, or shall be guilty of any infraction of the act, "shall be deemed guilty of a misdemeanor" and subject to a fine of not more than five thousand dollars for each offense Judge DUNDY, in his Omaha decision, distinctly declares that this applies to all the employes and servants of a railroad company He goes further and says that any combination of the officers, agents, employes or servants of any company, or any other persons, to violate the requirements of the Inter State Commerce act is a conspiracy to commit an offense against the United States under Section 5,440 of the Revised Statutes, for which the penalty is a fine of not more than $10,000 or imprisonment for not more than two years, or both

It is not denied that any employe of a railroad company is at liberty to leave its service at any time and cannot be compelled to remain in it. But scores of offenses against the law have already been committed by men in the employ of the companies Moreover, a strike, the avowed purpose of which is to prevent the handling of the freight of one railroad by another which is by law bound to handle it, is conclusive evidence of a combination to prevent the execution of the Inter State Commerce act That such a combination exists is not only patent to everybody, but it is avowed and proclaimed Besides that, there are offenses of violence, of interference with personal rights and with property without number, which can be dealt with by law It is time the dignity of the law and of public authority was vindicated by some energetic action on the part of those vested with responsibility It should be determined once for all whether a body of railroad workmen can openly violate the law, defy the authorities to enforce it, and exercise an arbitrary control over the public function of railroad transportation in a large section of the country which would not for a moment be permitted to any combination of capital or to any public authority —*Editorial, The New York Times, April 4, 1888.*

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It is certainly to be hoped that the railroads which are using the Burlington strike in Chicago as a means of enhancing their own business, and for that purpose are refusing to perform the duties enjoined by their charters, will in the end be taught a severe lesson

* * *

The other railroads, which are trying to shirk out of taking Burlington freight so as to avoid trouble, gave a sufficiently pitiable example of corporate cowardice But the companies which take the same position and refuse to perform their legal obligations, because they can make money by the increased traffic on their lines, which compete with the boycotted road, are assuming the attitude of public enemies An excuse of some sort or another can be found for all the other parties, but this policy of defying the law in order to make money out of the misfortunes of competitors calls for severe treatment

Intelligent workingmen, who remember that to let railroad corporations depart from their charter obligations of impartiality means the establishment of the worst monopolies, will see how impossible it is to assent to the idea of letting them do it on the order of labor organizations If that violation, by corporations at Chicago, to satisfy selfish motives, is not punished, the era of government by law is nearly closed There should be one or two big charters forfeited, if there is any truth at all in the reports which come from Chicago —*Editorial, The Pittsburgh Dispatch, April 4, 1888*

The striking railroad engineers may have [illegible] main grievance but wages is certainly not [illegible] many a man until several thousand dollars [illegible] neer, will [illegible] sympathy with the [illegible] while section men [illegible] —*Editorial [illegible], March [illegible], 4, 1888*

THE CRISIS AT CHICAGO

The Burlington strike apparently is entering on the stage where violence will have to be met by violence, when those who stone the new engineers in the cause of labor and knock down officials with coupling pins to preserve the dignity of American manhood must expect a return in kind Most strikes of great bodies of men banded together by the ties of an association begin with every promise of being carried on without violence The majority of the strikers sincerely desire that all difficulties shall be settled amicably They do not want to throw stones at scabs, or personally maltreat their employers But there is often a malignant minority who do want to inflict physical injuries on those who succeed them, and will throw a missile at an employer if there is an opportunity to do so and slink back undetected into the crowd Such people involve the more moderate men in acts which the latter disapprove A violent minority often succeeds in silencing the well meaning majority Present indications are that the party of violence is beginning to give direction to the strike, and must force it into collision with the officers of the law It is the duty of these officers to protect from molestation all good citizens in the peace of the Commonwealth A man who works for pay which, however unsatisfactory to another, is satisfactory to him, is entitled to just such protection so long as he keeps the peace himself One of the rights of an American is to work for whom he pleases, and at what rate of pay pleases him, free from all interference That the conservative members of the Brotherhood see the present tendency of the strike, and are trying to avert further trouble, is made manifest by to day's despatches

The suggestion is made by a leading Wall street specialist on finance, whose article we reproduce on page six to day, that locomotive engineers, like steamboat engineers, should be required to take out licenses, and should not be allowed to follow their calling until they have complied with that requirement. The license could be annulled in the event of gross carelessness or misconduct on the part of its possessor The effect of such a law would be, it is held, to steady the entire body of engineers by making them conscious that their occupation depended on their skill and good behavior Of course, licenses would not be canceled because the holders took part in strikes, so long as they did not commit acts of violence But deeds of violence might be made sufficient cause of cancellation, and the knowledge of this might deter those who are withheld by no other consideration from committing violations of the law —*Editorial, The Boston Evening Transcript, April 3, 1888*

BROTHERHOOD ENGINEERS OFF THE TRACK

This is not a good country for compulsion The idea that men can be compelled to work is an erroneous one, except they be prisoners, and even then they might refuse The talk about forcing the Brotherhood of Locomotive Engineers to work by order of the court is not good talk Every man now at labor in this country has the right to quit work and go fishing There is no law to compel us to think, write a line, set a type, print a paper, black our boots, or dig potatoes for another man

Nor is there any law that can prevent our working for whoever we are willing to work for, and at such prices as we two may agree upon

Whoever comes up and declares that we shall not employ a person obnoxious to the objector, whoever would deter us from laboring for another, whoever interferes in any way to the detriment of business or the rights of the public with a man or a corporation for hiring or for discharging help, or for helping other men or corporations, puts himself in rebellion against the private rights and the public weal of the country

The Legislature can declare that all days are holidays, but that does not in the least affect our right to employ or to labor It has no right to step in and oppose, threaten, or disturb a contract made between us and a bank as to time of collection and payment No power to enforce a whole or a half holiday mandate

No more has one railroad corporation any right to dictate to another as to what [illegible] employ or for whom it shall carry freight It is the duty of a railroad to carry all freight, no matter by whom offered, and when the Brotherhood of Engineers seek by their organization or by themselves to prevent other roads continuing the transportation of freight offered by it, they stand in the attitude of enemies to public rights and interferers with the belongings of the general public.

Every engineer has the right to leave his cab and straddle a fence, but no right to prevent another from taking his place. The right to refuse business to any church, saloon, railroad or undertaker, but no right to prevent others from patronizing whom they will.

Railroads are public highways, and are for the public to use The corporations operating them are for the public, or such of the public as desire to use them

To obstruct a public highway is an offense, to clear it is the duty of the law. To keep it clear is within the power of the government, even if it shall be necessary to arrest or kill those who do not *move on* at the word of command So it is that whoever carries his grievance beyond himself in his demand for what he wants and who dictates to a railroad as to who it shall transport or carry far, is outside the pale of law and in an attitude of enmity to the public, as he would were he to say that a man might ride along a public road in a wagon alone, but he should not ride that way if his wagon carried two persons

For years politicians in this country have been sowing trouble seed They and many of the press have been educating the people to *interfere with the rights of others* In the great rush for votes, private rights and public decency have wandered far away from, till the country has need for men who will help to educate people aright rather than create opposing wheels to work within wheels, not for harmony, but to set everything running in opposite directions, and to the production of discord and the breeding of anarchy and contempt for the rights of others

We trust that the Brotherhood of Locomotive Engineers will not consider our well meant article offensive and decline to haul cars in which ADVANCE THOUGHT is transported over the country to the subscribers, or refuse to haul cars that are bringing blank paper to our office They have a right to so refuse, but no right to prevent any one else taking their places, even if they really believe their organization to be greater than the people and the Government of the United States —*Editorial, Advance Thought, New York, April, 1888*

PROPHETIC WORDS

Fourteen years ago Charles Wilson now of Danville, then just retired from head of the Brotherhood of Locomotive Engineers, issued a circular in which the recent performances of the [illegible] Wilson [illegible] an official position [illegible] will [illegible] overcome, and [illegible] ostified in [illegible] place whom [illegible] secret con[illegible] of any [illegible]

[illegible] workingmen have a right to [illegible] sympathy and support from capitalists [illegible] their objects and aims [illegible] the height of [illegible] the country that will raise [illegible] members to [illegible] advancement to responsible positions Men in this country are continually changing from employes to employers, from laborers to capitalists, and in some instances from capitalists to the humblest laborers Now with this condition of things existing, no class of workingmen should consent for a moment to become parties to any society or plan that will be objectionable in any condition of life they may be placed in Every effort should be made to harmonize every obstacle existing between all classes of men and [illegible] should be maintained that men can participate in, no matter whether rich or poor, so long as they maintain a manly character

It is a sad mistake of workingmen to suppose that capitalists have no sympathy for them Let the workingmen show a disposition to live frugal, temperate lives and conduct themselves as men in their circumstances should, they will not want for friends or support, and if they do not receive wages sufficient to support themselves and families in ordinary times, they will not lack for advocates to assist them in obtaining a fair recompense for their labors, but while many workingmen spend more money for rum and tobacco than they do for bread, they must expect to see hard times and not receive much sympathy from men that have a disposition and abundant means to assist them What is now wanted is fair, open work, such as men in all positions of life can advocate, then the railroad director or president need not withdraw from a society he joined when he was an engineer

I believe it is possible to have a society that will promote the highest interest of engineers and at the same time retain as members men holding the highest positions on our railroads. All that was needed to make such a society out of our Brotherhood was to print the detail of our strike rules in our constitution, and then pledge ourselves to use our utmost exertions to supply engineers to fill the places of men that quit in a strike contrary to the rules of the Brotherhood Thus, with the additional qualification for membership of total abstinence from all that can intoxicate, would have made the Brotherhood the model society of the times No society can survive if they sustain the acts of an illegal and riotous strike

Before the strike the Brotherhood received the cordial support of thousands of the best men in Canada and the United States The press, with a few unimportant exceptions, gave us their hearty co operation, and I have no doubt but what we should have been fully sustained in any conflict that would have arisen under our rules There seemed to be an abiding faith in the ability of the Brotherhood to faithfully carry out all their rules and promises and to build up for themselves a name that would be honored until the end of time

But now all is changed A number of subdivisions, with a large number of members, have entirely disregarded the most sacred rules of the Brotherhood, and all their protestations made to their friends since they were first organized They have forfeited every claim to the confidence of everybody by entirely ignoring all their previous promises, and they now assume a suspicious attitude by instituting a secret policy that will surely prove ruinous to the best interests of all concerned

I am aware that there are a large number of divisions that do not approve of the strike, or of any change in the policy of the organization To my mind there is only one way that a division or member can save their honor, and that is to withdraw from the demoralized Brotherhood and organize a new society that will have for its guide, first and last, justice and honor —*St Johnsbury, Vt, Republican, March 29, 1888*

ALONG THE C. B. & Q. LINES.

THE STRIKE SITUATION

The managers of some of the railroads reaching Chicago are realizing what a wretched mistake they made when they surrendered to the strike commanders and promised to violate the law of the land in order to escape the wrath of an irresponsible organization. They now see that this course, in addition to being unlawful, was a piece of inexcusable folly, and that it has at last brought them to the point when they must either surrender the control of their property and business or fight the matter, as the Burlington has done, to the finish There is not a particle of doubt that, had they taken the position promptly that the law must be obeyed, come what might, the issue would have been settled three weeks ago, and settled as it is sure to be settled now

THE GAZETTE then pointed out that the roads that were assisting the strikers by agreeing to violate the law were not even purchasing immunity—that their "neutrality" would not protect them a moment against the vengeance of the brotherhoods Nor did it

The St Paul road was next to the Rock Island in its zeal to curry the favor and the applause of the brotherhood It persistently refused to obey the law in regard to Burlington freight And yet without any warning and without any excuse it was deserted by its switch engineers, firemen, yardmen and a large portion of its road engineers and its great Chicago traffic paralyzed Not only this, but it also finds that the strikers and their brethren everywhere are going to call for the same kind of a boycott on its business as it helped to enforce against the Burlington road As to the Rock Island, the most notorious of the boycotting roads, all accounts agree that emboldened by the course of their officials the men will strike at a wink Knowing this the Rock Island management has again agreed to defy the law rather than defy the brotherhoods Other roads have the idea that their duty is obedience to the law rather than obedience to strike organizations, and on that line they propose to act

That labor has its wrongs no one questions but that it itself commits many wrongs is equally true For instance, what could be more reckless and unjustifiable than to tie up great railroad systems and paralyze the business of vast sections of the country because such railroads obey the law of the land? That is the issue and the only issue between the railroads and the strike organizations —*Editorial, The Daily Gazette, Burlington, Ia, April 7, 1888*

It now seems that the striking railroad men in trying to get revenge on the C B & Q, because they have succeeded in running their road without the help of the strikers This revenge spirit is fast losing them friends and nine men out of ten now say they want to see the Q fight to a finish and have it demonstrated whether the properly selected officers are to manage its affairs, or the business be turned over to the employes —*[illegible], April 4, 1888*

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